

to see Gandhi in prison and consider peace possibilities, has been postponed. -Hester.

HONG KONG AND SHANGHAI
BANKING CORPORATION.

INCORPORATED IN HONG KONG
 Capital Paid-up \$1,000,000
 Reserve Fund \$1,000,000
 Reserve Liability of Proprietors \$1,000,000

HEAD OFFICE: HONG KONG

BOARD OF DIRECTORS:—

J. A. Plummer, Esq., Chairman.

Hon. Mr. C. S. Mackie, Deputy Chairman.

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THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
 HEAD OFFICE: LONDON.
 Paid-up Capital £2,000,000
 Reserve Fund £4,000,000
 Reserve Liability of Proprietors £2,000,000

HEAD OFFICE: HONG KONG

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FOREIGN HONGS AND
CHINESE COURTS.Important Ruling in
Special District Court.

Shanghai, June 29.
 A very important ruling, one which has a direct bearing on all foreign business houses in China, was made in the Shanghai Special District Court yesterday morning by Judge Ying Shih, of the Civil Division. This was to the effect that foreign firms which have not registered themselves with the Ministry of Industry, Commerce & Labour or with some local governmental organ, will not be recognised as having legal status or the power to sue and they will, therefore, not be permitted in future to file suits in any Chinese courts of law.

The decision was given by Judge Ying in connection with the case in which the Mitsui Bussan Kaisha brought action against the guarantor of Ho Hung-sing, a broker, who is alleged to have absconded with a large sum of money belonging to the Japanese firm. Plaintiffs claimed Tls. 3,290.

Mr. O. Okamoto, attorney for the plaintiff company, protested against the ruling on the ground that Japan's relations with China were sufficient to give the plaintiffs the right to sue in Chinese courts. Judge Ying overruled this on the ground that the Sino-Japanese Treaty had expired in 1927 and no new one had yet been signed. The ruling establishes a very important precedent and involves a legal principle affecting all foreign firms in China. The Chinese law demands that all foreign firms must register, failing which they will not be recognised as having the power to sue. This was not done in the case of the Mitsui Bussan Kaisha, which have actions pending against Chinese, and must register if they want their cases to be heard and if the judge's decision is allowed to stand.

Nanking, June 23.
 In a circular order issued yesterday by the Ministry of Industry, Commerce and Labour, eight new articles, to be supplementary to the Provisional Rules governing the Registration of Companies and Corporations, are provided for the Procedure of registration of Branches of Companies and Corporations. A summary of the new articles follows:—

1.—In establishing branches, registration must first be applied for by the persons stipulated in article 21 of the Provisional Rules or by the manager of the branch in case the head office of the Company is not located in China.

2.—In the latter case, if the Manager in question is not a citizen of the Republic of China, then a certificate proving the nationality of the applicant issued by the Consul at the locality concerned shall be required.

3.—Application for registration of branches shall first be filed with the local Registration Office which will forward them to the General Registration Office for the issue of certificates. When registration is made, the company in question should report the fact to all District Registration Offices at the localities in which the head office or the branches are located for record.

4.—The application form shall have the following particulars:—
 (1) the name of the company, (2) the locality of head office, (3) kind of business engaged in, (4) total capital of the head office and the capital of the branches, if separate capital is provided for each, (5) date of registration of the head office, and the number of the certificate, (6) locality of the branch in question, and (7) the name, age, place of birth and address of the manager.

5.—In case the head office is located in a foreign country, then the place of registration and the organ of registration should be stated.

6.—The registration fee for each branch will be \$10 plus \$1, Stamp Duty. In case the head office is not in China, then the registration fee will be charged in accordance with the provisions of Article 11 of the Provisional Rules; while for branches with independent capital, the fee will be charged in proportion to the capital amount.

7.—In case of liquidation of the head office, the abolition of the branch, the dismissal or appointment of branch managers or anything which affects the registration should all be reported to be the Registration Office concerned for record.

COAL MINES BILL.

HOUSE OF LORDS AMENDMENT
ACCEPTED.

SLIGHT MODIFICATION.

London, Yesterday.
 The Coal Mines Bill was kept alive by the action of the House of Commons in unanimously accepting the Lords amendment, with a slight modification providing for district agreements. In regard to the "spread over," that must have the approval of the mine owners. The Miners' Bill was returned to the House of Lords.—Reuter.

BANK'S LAST ASSET.

ECHO OF FAILURE IN
1910.

The dividend for the 18,000 creditors of the Charing Cross Bank, foreshadowed in a recent issue of the London Gazette, amounts to a little more than 2s. 6d. in the £.

Distributions from the bank's assets have been spread over a period of 18 years, and will amount in all to 4s. 6d. in the £. The final dividend now promised results from the sale of the bank's last remaining asset—its interest in the Atlantic, Quebec and Western Railway.

The Charing Cross Bank, formed in 1870 by Alfred William Carpenter, failed in 1910 with a deficiency of £1,700,000, and Carpenter was sentenced to two years' imprisonment in the second division for obtaining money and credit by false pretences.

A financial tragedy on which the final curtain of liquidation has still to fall is that on the Jabez Balfour victims. Following the Balfour smash of 1892, the United Realisation Company was formed in 1895 with its principal asset 200,000 Ordinary shares in the Hotel Cecil.

The recent sale of the hotel to the Shelf-Max Company brought the creditors within sight of their first and final dividend, which is expected to be about 8s. 8d. in the £.

AUSTRALIAN'S FINANCE.

Sydney, Yesterday.
 A private conference between Sir Otto Niemeyer, who has arrived to confer with the Commonwealth Government on the financial situation of Australia, and the leaders of the Commonwealth Trading Banks, New South Wales Treasury and members of the Federal Loan Council, has resulted in a tentative agreement, subject to the approval of the Federal Loan Council, providing for a mobilisation of exchanges.

The Governments in Australia have first call on available funds in the hands of banks in London, and the administration of such funds will be in the hands of the Australian Loan Council.—Reuter.

RUBBER RESTRICTION.

Singapore, Yesterday.

The Asiatic Planters' Association has passed a resolution in favour of requesting the Government to legislate to provide for the restriction of rubber production by the periodical stoppage of tapping or by the re-introduction of the Stevenson scheme, such legislation not to be enforced until similar legislation is effected in the Dutch East Indies and Ceylon.

The Association also recommends that the Government, in conjunction with the Governments of the Dutch East Indies and Ceylon, should refuse to alienate land for rubber cultivation for a period of years.—Reuter.

TIN RESTRICTION.

London, Yesterday.

The Tin Producers' Association announces that, hitherto assents have been received from 94 companies, operating in British territory and Siam, to the restriction proposals.

Most of the assents relate to the two months' suspension proposed, but some of the co-operating companies have intimated that they are closing down for three months or longer. A few companies, unable to close down entirely, are applying to local committees for special consideration.—Reuter.

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

July 17, June, June,										July 17, June, June,									
Butcher Meat.										Poultry.									
1930. 1918. 1914.										1930. 1918. 1914.									
Cts. Cts. Cts.										Cts. Cts. Cts.									
Beef Sirloin 牛尾紀 1b. 30 24 12										Chicken 雞 1b. 64 30 31									
Prime Out 牛尾紀 30 28 12										Capons, Small 雞 60 28 30									
Corned 咸牛 28 23 12										Capons, Large 雞 68 28 30									
Roast 牛 30 24 22										Duck 鴨 36 22 21									
Breast 牛 28 20 18										Doves 鳩 30 22 21									
Soup 牛 25 20 18										Eggs, Hen (cooking) 雞蛋 33 18 —									
Steak 牛 30 24 22										Eggs, Hen (fresh) 新鮮雞蛋 38 25 20									
Steak Sirloin 牛 44 30 35										Fowls, Canton 雞 72 35 24									
Sausages 牛 36 28 20										Fowls, Hainan 海南雞 56 35 24									
Suik's Brains 牛 10 10 12										Geese 鴨 45 24 24									
Tongue, fresh 牛 60 — —										Pigeons, Canton 白鴿 40 80 —									
Tongue, corned 牛 1.00 — 1.20										Pigeons, Hothow 白鴿 28 28 —									
Head 牛 1b. 24 18 14										Turkeys, Cock 火雞 75 — —									
Heart 牛 20 18 —										Turkeys, Hen 火雞 60 61 45									
Hump, Salt 牛 10 10 12										Shale 鴨 60 — —									
Feet 牛 10 10 12										Pheasant 火雞 60 — —									
Kidneys 牛 15 10 12										Quail 鴨 60 — —									
Tail 牛 25 20 22										Partridges 鴨 60 — —									
Liver 牛 1b. 24 18 14										Almonds 杏仁 1b. 45 35 —									
Tripe 牛 10 6 7										Apples (California) 金山蘋果 32 24 —									
Calves' Head & Feet 牛 1.20 1.00 1.00										Bananas (bride's) 山香蕉 8 4 —									
Mutton Chop 羊 1b. 30 26 —										Carambola 楊桃 12 — —									
Leg 羊 30 26 —										Coconuts 椰 13 10 10									
Shoulder 羊 30 24 —										Lemons, China 檸檬 12 25 30									
Saddle 羊 32 — —										Lemons (American) 山檸檬 12 8 —									
Pig's Chittlings 猪 30 — 27										Lichees, Dried 荔枝干 1b. 50 25 30									
Brains 猪 12 — 12										Oranges (Canton) 新會橙 15 — —									
Feet 猪 1b. 15 15 —										Oranges 橙 15 — —									
Fry 猪 28 15 18										Pears (Canton) 沙梨 12 10 12									
Head 猪 18 20 —										Peanuts 花生 12 10 12									
Heart 猪 15 10 10										Persimmons, Large 紅柿 13 — —									
Kidneys 猪 13 10 3										Plantain 大蕉 5 8 —									
Liver 猪 1b. 45 30 24										Pumelo, Siam 羅柚 18 12 6									
Pork Chop 猪 35 25 23										Walnuts 胡桃 1b. 18 — 18									
Leg 猪 38 — —										Grapes 葡萄 55 — —									
Loin 猪 42 60 70										Vegetables, &c.									
Fat or Lard 猪 21 21 —										Artichokes 菜薹 12 — 2									
Sheep's Head & Feet 羊 80 60 70										Beans, Sprout 豆 6 — 7									
Heart 羊 10 8 7										Long 豆 12 8 —									
Kidneys 羊 14 12 10										Beet Root 紅 12 — —									
Liver 羊 36 26 25										Bitter Squash 青 6 24 —									
Sucking Pig, to order 猪 1b. 25 22 22										Brinjals, Green 青 6 5 3									
Suet, Beef 牛 30 20 18										Bad 瓜 8 5 —									
Mutton 牛 28 26 26										Cabbage, Chinese 紅 10 — —									
Veal 牛 22 20 20										(Shanghai) 12 — —									
Sausages 牛 28 — —										Cane Shoots, bunch 10 — —									
No. 1 32 — —										Cauliflower (Large) 大花椰菜 6 8 —									
Fish.										(Medium) 中花椰菜 6 8 —									
Barbel 魚 1b. 42 10 24										(Small) 小花椰菜 6 8 —									
Bream 魚 35 20 16										Carrots 金 12 6 6									
Canton Fresh Water Fish 魚 34 — —										Celery, Chinese 奧 10 10 6									
Carp 魚 36 13 16										Chillies, Dried 紅 30 25 5									
Catfish 魚 35 16 27										Red 紅 20 10 10									
Codfish 魚 34 12 9										Green 青 14 8 12									
Crabs 魚 42 16 17										Curry Stuff, English 10 8 —									
Cuttle Fish 魚 30 23 26										Cucumbers 瓜 6 2 —									
Dab 魚 30 16 27										Garlic 蒜 8 6 0									
Dace 魚 38 23 16										Ginger, Young 15 7 —									
Dog Fish 魚 22 20 —										Old 17 10 —									
Eels, Conger 魚 34 10 8										Horseradish, Shanghai 30 8 4									
Fresh Water 魚 36 16 —										Indian Corn 粟 45 — —									
Yellow 魚 33 10 8										Lettuces 生菜 6 1 —									
Frogs 魚 72 26 30										Water Chestnuts 荸 8 — 8									
Garoup 魚 74 32 25										Okroea 12 1 10									
Gudoun 魚 30 40 30										Onions, Bombay 洋 8 8 8									
Herrings 魚 35 13 23										Green 6 4 6									
Halibut 魚 35 15 15										Shanghai 5 6 —									
Labrus 魚 56 32 13										Parley 20 60 8									
Loach 魚 56 32 13										Potato, Sweet 4 3 —									
Lobsters 魚 56 22 24										Japanese 4 3 —									
Mackerel 魚 34 32 21										American 3 — —									
Monk Fish 魚 40 20 20										Pumpkin 5 4 4									
Mullet 魚 36 13 2										Radish 紅 10 — 10									
Oysters 魚 36 12 2										Rhubarb (Fresh) 大 10 — 8									
Perot Fish 魚 32 14 9										Shallots 蒜 6 8 —									
Perch 魚 32 30 15										Spinach 大 12 4 —									
Pike 魚 35 16 9										Tomatoes 6 6 7									
Plaice 魚 36 26 29										Turnips, Punt (Long) 6 6 —									
Pomfret, White 魚 42 36 30										Vegetable Marrow 6 4 —									
Pomfret, Black 魚 36 36 15										Water Cress 8 15 —									
Prawns 魚 62 10 14										Water Lily Root 8 15 —									
Rays 魚 22 10 14																			
Rock Fish 魚 32 22 10																			
Salmon 魚 60 80 30																			
Shark 魚 22 8 10																			
Kate 魚 22 10 10																			
Lrimps 魚 45 32 80																			
Naupers 魚 40 28 28																			
Dolles 魚 42 22 28																			
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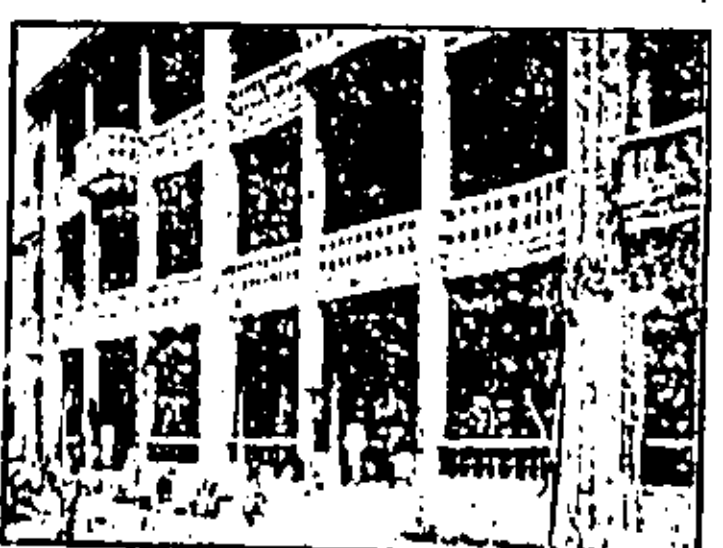
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EXCLUSIVE TABLE

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Our motto is "SERVICE."

GENERAL NOTICES

**THE HONG KONG LAND
INVESTMENT & AGENCY
CO., LTD.**

AN INTERIM DIVIDEND of TWO DOLLARS per Share for the six months ending 30th June, 1930, will be payable on FRIDAY, 8th August, on which date Dividend Warrants may be obtained on application at the Company's Office, 3, Chater Road.

The REGISTER OF SHARES of the Company will be CLOSED from THURSDAY, the 31st July to THURSDAY, the 7th August (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.

L. S. GREENHILL,
Secretary

Hong Kong, 17th July, 1930.

**ASSOCIATION OF SUBSCRIBERS
OF THE KOWLOON TONG
BUILDING SCHEME.**

NOTICE.

SUBSCRIBERS to the Kowloon Tong Building Scheme are hereby requested to attend a most important Meeting to be held on SATURDAY, 26th July, 1930, at 2.30 p.m. at the Garden City Club, No. 9, Cumberland Road, Kowloon Tong, to discuss a proposal for the final settlement of the scheme and to pass any necessary resolutions in connection therewith.

Dated the 18th July, 1930.

By Order of the Executive Committee.

H. F. UN,
Hon. Secretary.

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The Newspaper Enterprise Ltd.
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**A GREENHORN IN THE
PHILIPPINES.**

Fascinating Regions of
the Orient.

SULULAND TREK.

Jolo was a most pleasant surprise (writes Aleko E. Lillus who is contributing a series of articles on his travels in the Philippines to the Mindanao Herald Zamboanga, Philippine Islands).

I don't know the reason for it but some people in Manila did their best to discourage me from coming south. Some say it was politics. I do not know.

"Oh, you really must go to Baguio! It's much more pleasant than Jolo," I was assured. "In Jolo, you know, people go about dressed so funny, with turbans, and with blackened teeth. They carry kris and bolos, and your life will be in jeopardy. The Moros are fierce, you know; and have you ever heard of juramentados?"

No, I was not cut to pieces the moment I landed at Jolo. There were a lot of people there dressed in gaudy silks, and gold, some of them carrying beautiful side-arms, and to my childish mind they were princes and princesses come to meet me at the pier. They looked proud, these people, and independent.

I admit that I am a greenhorn in the Philippines. It is very little I know about the politics of the Islands, still less about Moroland. But what I saw during more than two months travelling by land and water, by automobile, launch, vinta and sapit, makes the Sulul archipelago to me the most fascinating part of the Orient.

On the day of my landing I went to pay my respects to Governor James R. Fugate. There are very few outward signs of officialdom about him, thank God, and I have met a lot of American officials before, but from the very first this governor gave me the impression of being a human being.

He was about to start on a trip into the country in his car. He said he was going on business to consult with a number of his subordinate Moro officials, and although it might be tedious for me, I might go with him if I wished. You may be sure I went!

Thereafter, for seven days I accompanied the governor on his trips and we criss-crossed that island of Jolo from end to end. We visited Indanan, Parang, Taglibi, Maimbung, Romandier, Camp Andres, Set Lake, Crater Lakes, Talipao, and many other places with names more or less difficult to pronounce. And I saw and learned a lot.

Besides hundreds of pictures with my camera, a beautiful picture was engraved upon my mind of the gradual development of a formerly hostile country into a fertile garden of well kept coconut groves, hemp and rice fields and vegetable patches, with many fine looking horses, carabao and cattle; and of a people peaceful, industrious, well-fed—eager to be photographed in the midst of it all.

Later I travelled for many days among the islands of the Sulul archipelago. I visited the islands of Bongao, Siasi, Sitangkai, South Ubian, Tawi-Tawi, and found that Jolo was no exception. The people everywhere were just as friendly, just as eager to help me in photographing the various phases of their daily lives. I sailed many languages in a sapit with a crew made up of Bajalos and Samals (the pirates of former years) and they did not cut me up! Is there any wonder that I am all for the Moros?

It seems to me that Fugate is the ideal governor for the Sulul people. I heard a lot about him, pro and con, in the town of Jolo. Among certain elements of the Christian population, both American and Filipino, he is not very popular. They say he is not the driving kind—too soft. I noticed, however, that he is not what we call a "mixer." But I am not going to start an argument.

I saw that the Moro people respected him, but his hands always found business elsewhere when they tried to kiss them. I have seen him in the homes of the datu for bearingly partaking of their rose-perfumed tea and varicolored cookies, while he talked fluently with them in their own language and they told him all their troubles. He seemed to be always firm but kindly toward them. He seemed to know almost everybody by name, and often I saw him stop his car, call a lowly farmer from his field and chat with him by the roadside.

Still, I believe that his is the one and only right way of handling these backward and once unruly children of the land. Some of his predecessors, I believe, used a different policy of pacification and "split." A catch and kill-on-policy, if you like, with little understanding. It did not work well—too much bloodshed on both sides. I think I am right in stating that there has not been a single "uprising" or crime against the government, among the Joloanos, since Fugate became governor, while his predecessors usually had their hands full.

**HOW JOURNALISTS
"ARRIVE."**

So-Called "Schools"
Decried.

NOTHING LIKE PRACTICE!

Schools of journalism according to the well-known Fleet Street Press man, Mr. G. Mussabini, News Editor, The Sunday Referee are of little use.

He writes in World's Press News: "It is doubtless a sad admission, but although I have heard and read of many schools of journalism I know of only one. And there is only one—a practical newspaper office."

You cannot become a Jack Hobbs by wielding a bat to imaginary bowling; no world sculler ever preferred the Serpentine to the highway to learn his job; no great orator ever arose from among those who posed and gesticulated in front of his bedroom looking-glass; no great general can honestly admit that he ever won a battle because of what he had learned at a military college; no doctor qualifies who has not walked a hospital.

"Stunt" story "merchants," leader writers, "star" reporters, sound sub-editors, expert copy-tasters—I say nothing of feature writers—do not graduate through schools. An inbred love of journalism, imagination, initiative, and the courage to meet and beat the many snags one encounters on the road to success are just a few of the minor qualifications. Schools cannot provide them.

BROMLEY HALTS.**WON'T RACE WARK ACROSS THE PACIFIC.**

Tacoma, Wash., July 16.

Harold Bromley, aviator, who has cracked up three planes and still has not taken off for Tokyo in spite of announcements over a period of two years that he would do so, today decided that maybe, after all, he won't attempt to race Robert Wark across the Pacific ocean to Japan.

Bromley has been testing his newest and still uncracked-up plane during the past few days. Today he said the tests indicate that his plane lacks sufficient speed to carry enough gasoline to take him to Tokyo at so slow a speed as about 75 or 80 miles an hour.

Consequently, Bromley may abandon his 1930 plans to fly across the Pacific, as he did last year after one plane after another was cast on the junk pile.

Meanwhile, Wark is continuing with his plans to fly to Tokyo with refuelling stops in Alaska and in the Aleutian Islands. He believes his plane to be satisfactory and he is hard at work conditioning it for the strenuous flight in prospect.

LID ON ALIENS.**ORDER AGAINST IMMIGRANTS TO MEXICO.**

Verd Cruz, Mexico, July 17.

Mexico's drive to deport aliens illegally residing in Mexico was made evident in new force here today when all immigrants of recent years, including many Russians and Chinese, were ordered to prove that they entered the country in accordance with law.

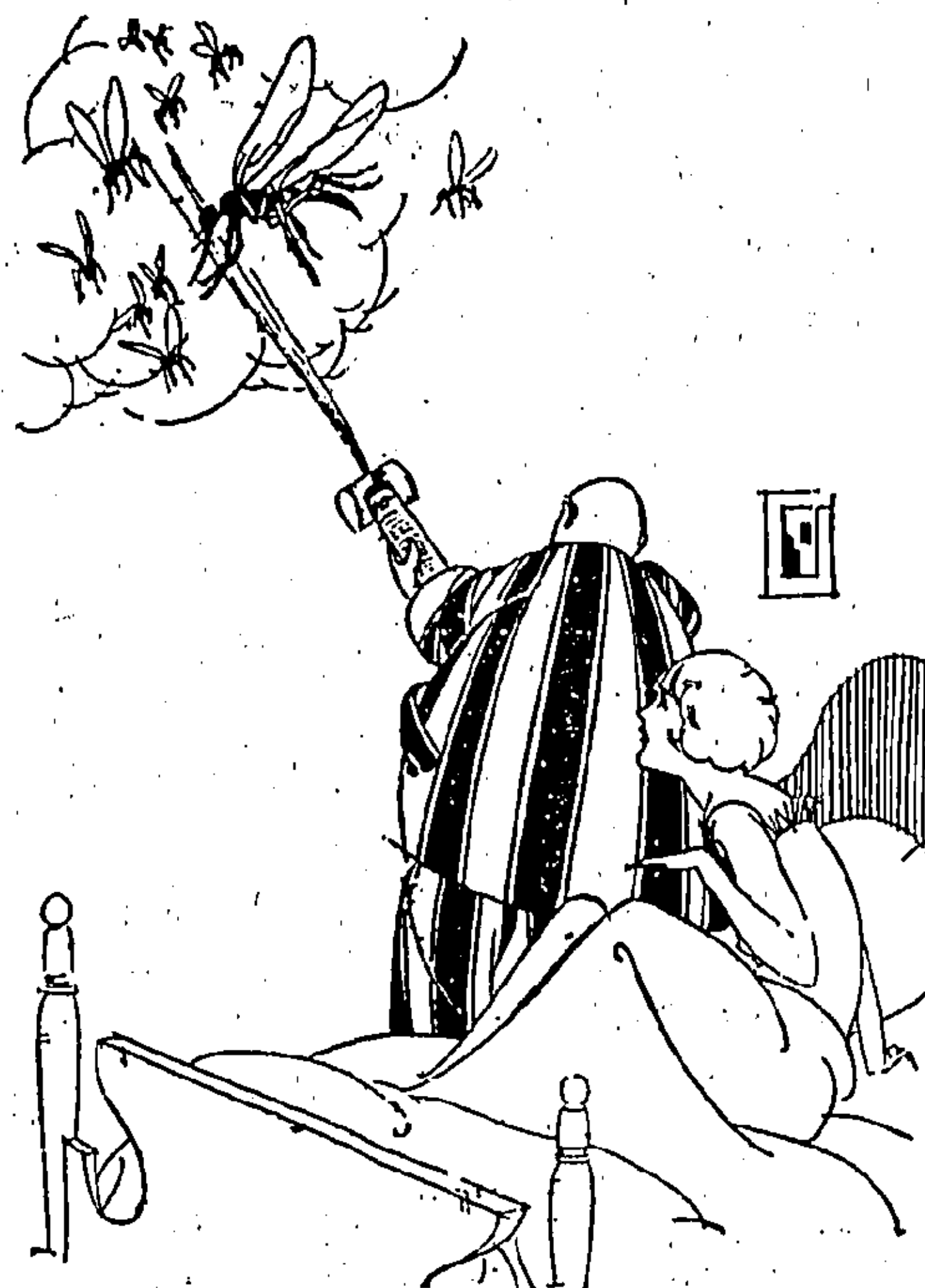
Unless such proof is forthcoming, thousands will be deported. Many Chinese and some Russians already have been found to be without proper papers.

Meanwhile, the drive against Chinese on the northern frontier is continuing. The government contends that the thousands of Chinese now in Mexico without papers to prove they were not smuggled into the country in violation of the immigration laws must be deported at once.

The new orders have caused great consternation and considerable confusion. Many Chinese and Russians caught in the drive have established themselves and some are married to Mexican citizens.

ing," or crime against the government, among the Joloanos, since Fugate became governor, while his predecessors usually had their hands full.

There are some splendid roads on the island of Jolo, but most of the roads are good only in dry weather. These should be improved and extended as rapidly as possible, for not only are good roads an insurance of peace in a country like Sulul, but easy and cheap communications will spell continued and increasing prosperity for these industrious folk of the soil.

FLYOSAN**EVERY PICTURE TELLS A STORY.**

Stinging, germ-laden mosquitoes—pestering flies—these are two important enemies against our health during the summer months. They are annoying to the utmost extent, and carry millions of bacteria.

Follow "Mr. Pyjams" example and exterminate them instantly by spraying FLYOSAN, which is a highly efficacious insecticide.

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Ask for a FLYOSAN
INTRODUCTORY CARTON
containing a sprayer
and one pint of FLYOSAN

**AMUSEMENT
NEWS**

QUEEN'S present Norma Shearer in "Their Own Desire," the study of an intelligent young woman of to-day. The story moves swiftly from an opening episode during a fast-played polo match, pauses only briefly in society drawing rooms, and reaches its climax when Miss Shearer and Robert Montgomery, her leading man, are lost in a motorboat during a storm on a lake. A talkie film.

CENTRAL features Nancy Carroll in "Abie's Irish Rose." The little Irish lass is being carefully groomed for potential stardom on the screen by Paramount studio officials, and if her reception by the critics and public alike is any criterion of her popularity resulting from her work, there is little doubt that she will soon enjoy that select estate in movie-dom. A talkie film.

MAJESTIC presents Wallace Berry and Raymond Hatton in "Partners in Crime." It has a thrilling story in which raw melodrama is combined with logical comedy situations most artfully contrived. Both actors play roles of the kind they like best, and that means a lot to the success of a picture. Their parts are straight comedy characterisations without burlesque or a hint of the slapstick. A silent film.

STAR features Jack Holt and Esther Ralston in "The Blind Goddess." The machinery of the law and the unequal struggle between right and wrong form an interesting and powerful theme for this drama. A silent film.

WORLD presents Lew Cody and Allen Fringale in "The Baby Cyclone," a mirthful account of the trials and tribulations of two couples into whose lives is injected dynamite in the form of "Cyclons," a Pekingese pup. When the pup arrives things happen! A silent film.

**Happy Childhood!
Days that Never Return**

They are children only once and those precious care free days soon fly past. Pour all happiness into their childhood days, and remember that health is essential to perfect happiness.



**They're Happy
Only When They're Well**

ANALYSTS CERTIFICATE.

Montreal Testing Laboratory, Montreal.
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Hilton L. Hersey, M.A., B.Sc., City Analyst, Formerly Demonstrator in Chemistry, Faculty of Applied Science, McGill University, Public Analyst, Quebec, etc.

Little stomachs are so apt to get out of order, little bodies to get chills and fever, that the wisest course is to keep a bottle of Baby's Own Tablets always handy. Specially made for your wee ones—from six months to six years of age—they are truly baby's very own medicine. Then at the first sign of trouble you have an excellent specific immediately available. Promptly administered they prevent the development of many childhood illnesses.

Baby's Own Tablets

Quickly correct infantile indigestion and constipation, check diarrhoea, expel worms, allay fever, colds and croup. During teething the tablets soon banish pain and thus induce natural sleep.

No Mother should be Without Them!



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SHINYO MARU	Wednesday, 13th August.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
YOKOHAMA MARU	Tuesday, 5th August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAKUSAN MARU	Saturday, 26th July.
HARUNA MARU	Saturday, 9th August.
SYDNEY & MELBOURNE via Manila & Port.	
ATSUTA MARU	Tuesday, 23rd September.
BOMBAY via Singapore, Penang, & Colombo.	
↑ RANGON MARU	Monday, 28th July.
TAMBA MARU	Monday, 11th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
RAKUYO MARU	Monday, 28th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.	
BINGO MARU	Wednesday, 6th August.
NEW YORK, BOSTON via Panama.	
↑ ATAGO MARU	Saturday, 2nd August.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
↑ DELAGOA MARU	Monday, 11th August.
CALCUTTA via Singapore, Penang & Rangoon.	
YAMAGATA MARU	Tuesday, 20th July.
SHANGHAI, KOBE & YOKOHAMA.	
↑ HAKODATE MARU (Mojit direct)	Monday, 28th July.
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ATO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
LA PLATA MARU	Friday, 20th August.
BOMBAY—Via Singapore & Colombo.	
SHUNKO MARU	Sunday, 3rd August.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
CANADA MARU	Wednesday, 6th August.
MEXICO MARU	Friday, 20th September.
CALCUTTA—Via Singapore, Penang & Rangoon.	
HIMALAYA MARU	Friday, 1st August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
ARIZONA MARU (from S'hal)	Sunday, 17th August.
MELBOURNE—Via Manila, Brisbane & Sydney.	
HAIPHONG—Via Hainan & Peking.	
MENADO MARU	Thursday, 26th July.
NEW YORK—Via Japan ports & Panama.	
JAPAN PORTS.	
KEELUNG—Via Swatow & Amoy.	
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TAKAO & KEELUNG	

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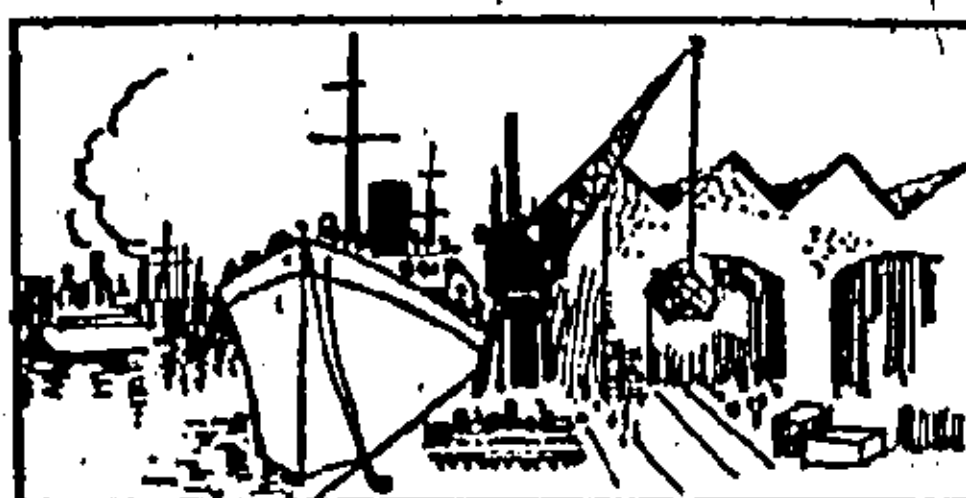
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MONTREAL'S RISE TO EMINENCE.

One Hundred Years of Progress.

How that great Dominion port and equally great commercial centre, Montreal, was built up from small beginnings to its present magnitude and world-wide eminence is revealed in a most interesting manner in a book published in commemoration of the port's one hundredth anniversary and the dedication of the Montreal Harbour Bridge. This Port Annual, published by Shipping Register, 922, Victoria Square, Montreal, contains a wealth of information about the facilities, ramifications and potentialities of the port, which, presented as they are in convenient and well-printed form, constitute a striking commentary on the port's wonderful endeavours and no less wonderful success.

The following article outlining the port's progress is culled from the book:-

Many—yes, even citizens of Montreal—do not realise the grand scale of development which has taken place under their eyes. The magnitude of their port is quite taken for granted—city and harbour supplement one another in the gigantic task of ministering to the commerce and industry of half a continent; the harbour of Montreal serves as a liaison between seaborne trade, the traffic of the St. Lawrence, the Great Lakes and converging railways.

River's Natural Obstacles.

Of the difficulties that confronted Montreal's trade bodies in their early efforts toward port and river improvements, one may acquaint oneself from a perusal of history a century since. But with the gradual and constant growth of the community, the opening up of a vast interior to commerce, the changes brought about by a transfer of possession from France to England, and the establishment of powerful fur companies, the importance of the site was early established; yet there remained the natural obstacles in the river between Montreal and Quebec to retard its usefulness, limiting navigation to ships of not more than 250 tons, even these small vessels requiring skilful piloting where at places the depth of water was but eleven feet.

It would be difficult to imagine a more hopeless outlook—says a chronicler of that day (May 28, 1818). On natural beach, muddy flats and two small wooden wharves were moored a half-dozen brigs of from 180 to 250 tons burthen. There were no steamboats, except those plying to Quebec, clumsy things with bluff bows, their steam power so small that they could not get fifty miles from Quebec unless they left with the tide and then frequently needing the assistance of oars to aid them up the current.

In 1825 the merchants of Montreal were instrumental in having the River St. Lawrence surveyed and estimates prepared, which was followed by a petition to the Legislative Assembly of Lower Canada for a 16-foot channel from Quebec to Montreal; likewise the Committee of Trade interested itself in the matter of improved and adequate harbour accommodations. But the petition was ignored, as were similar representations, leaving virtually nothing accomplished until 1850, when permission was granted to raise funds by loan to undertake the work.

Commencement of Port Improvement.

In 1830, just 100 years ago, largely through the efforts of the Committee of Trade, the Act establishing the Montreal Board of Harbour Commissioners was passed. In 1831 the city was incorporated and Montreal made a port of entry. However, it is from the year 1880 that the work of port improvement and betterments may be said to have commenced in earnest.

By 1872, we have a different picture along the waterfront. A canal of adequate dimensions debouched at Windmill Point; old fields had been converted into ship basins, where rode steamers, schooners and barges. There were warehouses and platforms filled with merchandise; wharves and piers extended from Gray's Street to below the Barracks

and there lay at anchor or at piers 70 vessels with an aggregate tonnage of 53,769 tons.

In 1876 there were 4.2 miles of wharves; in 1878, 4.46 miles. By 1882 there had been expended on the harbour, between Victoria Bridge and Longue Point, no less a sum than \$3,000,000, not a cent of which had come out of either Federal or Provincial treasury.

The money, the interest and considerable of the capital was paid out of harbour revenues alone. When work was begun in 1895 on the project of improvements, wharfage capacity was as follows: Wharfage of 27 1/2 feet depth at low water, 12,128 feet; wharfage of 25 feet to 20 feet depth at low water, 2,650 feet; wharfage under 20 feet depth at low water, 6,184 feet.

Then followed the eventful year of 1898, with the concluding of an agreement between the Commission, the City Corporation and the Dominion Government, by which extensive improvements to Montreal's port facilities were undertaken, and subsequently carried into effect.

In our own day let us glance at the extent of Montreal's great port. From deep-water—210 statute miles distant—it is approached by a ship channel of 30 feet at low water, to be increased to 35 feet. Moreover, the port is connected with a great canal and lake system of 1,600 miles of inland navigation extending into the heart of the continent.

Montreal is closer to the great ports of the British Isles and northern Europe than shipping centres in the United States along its seaboard. From Montreal to Liverpool it is 2,760 nautical miles, compared with Portland's 2,783, Boston's 2,861, New York's 3,043, Philadelphia's 3,179, Baltimore's 3,335, New Orleans's 4,532 and Galveston's 4,726. To add to its value, it is the nearest ocean port to the vast north-central producing areas of North America, with the St. Lawrence canal route 110 miles shorter to Montreal than the American canal route to New York, and having a cargo capacity almost twice that of the Erie canal.

The new Montreal harbour bridge, which was officially opened on May 24, is described at length by Mr. P. L. Pringle, M.Inst.C.E. This colossal structure, which is about two miles in length, will facilitate the development of the harbour, and make the municipality on the south shore more accessible to Montreal. Messrs. Monsarrat and Pringle, of Montreal, were retained as designing and supervising engineers for the work.

NORTH SEA MYSTERY.

"The North Sea Mystery." By Harry Edmonds, (Ward, Lock and Co., 7s. 6d. net.)

This is an imaginative story of Naval Intelligence Work in the form of an exciting novel.

The theme is that of a plan of attack by Germany on the sea trade of Great Britain, by means of a surprise landing off of a new type of torpedo against our shipping controlled by a newly invented "ray" and launched from a secret place near Jutland.

The hero of the story, Harry Nicholls, is employed to investigate the matter, and, together with several companions, proceeds in a trawler to the German islands, where he goes through some very strange and exciting adventures, and escapes from fearful dangers almost miraculously, whilst several of the others involved in the "elucidation" of the mystery pay the price of their lives for the valuable information obtained. The sentimental interest is obtained by the introduction of the sister of a former investigator who was murdered previously to the story; and she, of course, falls into the hero's arms in the last few pages.

The plot, though necessarily somewhat fantastic, is well worked out, and the interest of the reader is held to the last. But towards the end of the book there seems to be rather too much about certain meetings and accounts of a semi-international character, which are inclined to be too complicated for the average novel reader to digest. No doubt the author, in these latter pages, writes with the object of making people think upon these problems; and if he succeeds in getting any considerable number of people to do so, so much the better.

We recommend this novel to those of our readers who enjoy reading an exciting story. The Navy.

NEW TROOPER.

BIBBY LINER LANCASHIRE BEING CONVERTED.

The increasing demands of the Indian trooping service are shown by the conversion of the Bibby liner Lancashire, for trooping, at Cammell Laird's yard at Birkenhead, to replace the Ellerman City of Marseilles, says the Journal of Commerce. Only a few years ago it was quite difficult to obtain first-class liners small enough to suit the taste of the trooping officials, but the Lancashire is a fine ship of 9,445 tons, only 14 years old, built by Messrs. Harland and Wolff. She was very considerably larger and two knots faster than her predecessor, the Oxfordshire, and saw the introduction of the cruiser stern into the Bibby fleet, although she still retained their traditional rig of four masts and one tall funnel.

Her quadruple-expansion engines, driving three screws, gave her a speed of 15 knots. Originally she was coal burning, but alternative firing was fitted when she was reconditioned after War service in 1920.

Captain E. Robb was her first commander, and she soon proved herself a most successful vessel in both British and French Government service. After the War she was employed repatriating Belgian refugees and Australian troops.

She did not return to her regular Rangoon run until she had been thoroughly reconditioned, after which she proved herself an excellent passenger and cargo carrier.

WEST RIVER SHIP SINKS.

News has reached the Colony that the Wuchow-Hong Kong vessel, Tin Chow, has sunk in the West River in fourteen feet of water.

A message from the Naval authorities is to the effect that the Tin Chow ran ashore on Sunday about 10 miles above First Cliffs. An attempt was made to tow her off by the Kwong Wing but she sank near Northern bank.

It is reported that no lives were lost when she went down as the upper structures of the steamer were above the level of the water.

STEAMERS' MOVEMENTS

The Ben Line s.s. Benvenue from Europe and Straits left Singapore for this port on July 20, and is due to arrive here on July 25.

The Ben Line s.s. Benrackle from Leith, Middleboro, Antwerp, London, Straits and Philippines is due to arrive here on August 2.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC 14 DAYS FROM CHINA AND 9 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hongkong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
Empress of Russia	July 23	July 26	July 29	July 31	Aug. 9
Empress of Japan	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
Empress of Asia	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
Empress of Canada	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Russia	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Japan	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 12
Empress of Asia	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Asia	Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14

(Call at Nagasaki the day after departure from Shanghai)

(Call at Nagasaki the day after departure from Shanghai)

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Leave	Arrive
Hong Kong	Manila
Emp. of Canada Aug. 27	Aug. 29
Emp. of Asia Aug. 12	Aug. 14

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[1,068 tons—Capt. Trott.]

JULY.

FRI. 25th WED. 30th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

JULY.

TUES. 32nd SUN. 27th

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S.S. "CITY OF DELHI" 11th August.

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S.S.	Tons	From Hong Kong About	Destination
*MIRZAPORE	6,215	23rd July	Straits, Colombo & Bombay.
*JEYPORE	5,318	26th July	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	5,144	2nd Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
RAJPUTANA	10,568	16th Aug.	Bombay, Marseilles & London.
*KIDDERPORE	5,354	19th Aug.	Straits, Colombo, Bombay & Karachi.
*KASHMIR	5,895	30th Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
MANTUA	10,945	13th Sept.	Bombay, Marseilles & London.
*KASHGAR	9,065	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.

*Cargo only. 1 Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	16th Aug.	Singapore, Penang & Calcutta.
TALAMBA	8,018	23rd Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	14th Sept.	Singapore, Penang & Calcutta.

B.I. Aparc Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*NELLORE	6,853	1st Aug.	Manila, Thursday Island, Townsville.
TANDA	6,356	5th Sept.	Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	3rd Oct.	

*Will call Sandakan.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hobei, Cebu, Kolambun, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
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The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TILAWA	10,006	23rd July	Amoy, Shanghai, Moji, Kobe & Osaka.
KASHMIR	5,895	1st Aug.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	2nd Aug.	Amoy, Moji, Kobe & Osaka.
*BORDA	—	3rd Aug.	Shanghai & Kobe.
TALMA	10,000	10th Aug.	Amoy, Moji, Kobe & Osaka.
MANTUA	10,945	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,065	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
*KIRIMA	10,000	31st Aug.	Shanghai & Kobe.
MALWA	10,950	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	5,114	26th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KARMA	9,128	19th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
*BANALLA	—	27th Oct.	Shanghai & Kobe.
RAWALPINDI	10,619	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	10,650	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	5,895	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Hong Kong, April 1, 1924.

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A BOOK THAT HELPED TO MAKE THE EMPIRE.

If it were possible for the author of "Robinson Crusoe" to walk along Euston Road, London, and enter the bookshop of Mr. R. R. Trout, he would be even more amazed than was his immortal hero when he discovered "the print of a man's naked foot on the shore" of what he thought was an uninhabited island.

Daniel Defoe would find a library of hundreds of volumes, on their shelves—thin, fat, tall, each a copy of his famous work, but differing in some respect from its companions. Many are in strange languages. Some of them are printed in quaint characters, and begin where English books leave off; the reader starts at the bottom of the last page and follows the type upwards.

There they stand in bold array on their shelves—thin, fat, tall, short, illustrated, pictureless, some in rich bindings and others in ordinary garb, valued at a few shillings or many pounds. "Robinson Crusoe" was first published over 200 years ago, but its glory remains untarnished.

Mr. Trout started this wonderful collection because of the mighty influence of "Robinson Crusoe" in helping to make the British Empire.

Frank T. Bullen, the writer of sea stories, cast away on a desolate coral reef as a boy of twelve, with other members of a shipwrecked crew, felt no terror, but rather gloried in his lonely surroundings "because they were so familiar to me through my reading of Robinson's diary."

The bearded adventurer with the high goat-skin hat has inspired men to carry the Union Jack to the world's desolate places as no other person, real or imaginary, has ever done.

Truth to tell, Robinson Crusoe is a man of fiction and of fact. Had there been no Alexander Selkirk it is probable that Defoe would never have created his hero.

Selkirk, after taking part in privateering expeditions, became mate of an English vessel named the Cinque Ports. He quarrelled with the captain, and asked to be left on the uninhabited island of Juan Fernandez, in the South Pacific. When Captain Stradling agreed, Alexander repented, but the officer did not.

On two occasions the crews of Spanish ships landed, but Selkirk hid for fear of being captured and kept a prisoner. The loneliness of Juan Fernandez seemed paradise to working in the silver mines of South America.

At the beginning of 1709 Captain Woodes Rogers, an English privateer, sent a boat ashore. It returned, says Rogers, with "a man clothed in goat-skins, who looked wilder than the first owner of them." He had been on the island four years and four months.

Rogers afterwards published the story of Selkirk's adventures, and the plucky islander himself, as well as Edward Cooke and Sir Richard Steele, also related them. Defoe may or may not have read all these accounts. To what ever source he was indebted he brought the magic touch of genius and imagination, and gave to the world a book that will live for ever.—Daily Express.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	July 19	July 20
Shiuhing	6.5	7.3
Tsingyuen	3.2	3.7
Samshui	3.6	5.1
Shengkung	—	—
The highest levels on record are:—		
Shiuhing	41 feet; Tsingyuen,	29.2 feet; Samshui, 27.3 feet;
Shengkung	15.5 feet.	
The lowest level on record at Samshui is minus 5 feet and at Shengkung minus 2.7 feet.		

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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	In Port	22nd July	25th July	10th Aug.
CHANGTE	12th Aug.	22nd Aug.	25th Aug.	10th Sept.

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H.M.I.S. HINDUSTAN.

At the Wallsend shipyard of Swan, Hunter and Wigham Richardson (Ltd.), the sloop Hindustan has recently been launched for His Majesty's Indian Marine Service. This is an event of importance in the history of the Indian Navy, which has a long and honourable record. It was as long ago as 1612 that the ships Dragon and Hoseander, owned by the East India Company, were the first ships to go to India in an official capacity, and formed the nucleus of the Indian Navy. Later, in the seventeenth century, the fleet came under the jurisdiction of what was known as the Bombay Marine Service, which name was superseded in the nineteenth century by the title of Her Majesty's Indian Navy.

H.M.I.S. Hindustan is an interesting ship, seeing that she is the first purely combative ship built for the Indian Navy since that service was reorganised as a naval force, having hoisted the White Ensign on November 11, 1928. The accomplishment of that event was largely due to Captain Sir Edward Headlam, C.S.I., C.M.G., D.S.O., formerly Director of the Royal Indian Marine.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

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Optional Cargo will be forwarded unless notice to the contrary be given before 15th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All claims against the vessel must be presented to the Underwriter on or before the 31st inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by DODWELL & CO., LTD.

Agents.

Hong Kong, 15th July, 1930.

WARSHIPS IN PORT

The following British warships

are in harbour to-day:—

Tamar—Bassin.

Moorhen—Bassin.

Serapis—Bassin.

Sepoy—In dock.

Sterling—In dock.

Seraph—No. 7, buoy.

Foreign.

Adamastor—Portuguese cruiser.

Vigilante—French gunboat.

Helena—U.S.S.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides from the results of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Dobereck during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon, but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

July 22 to 28, 1930.

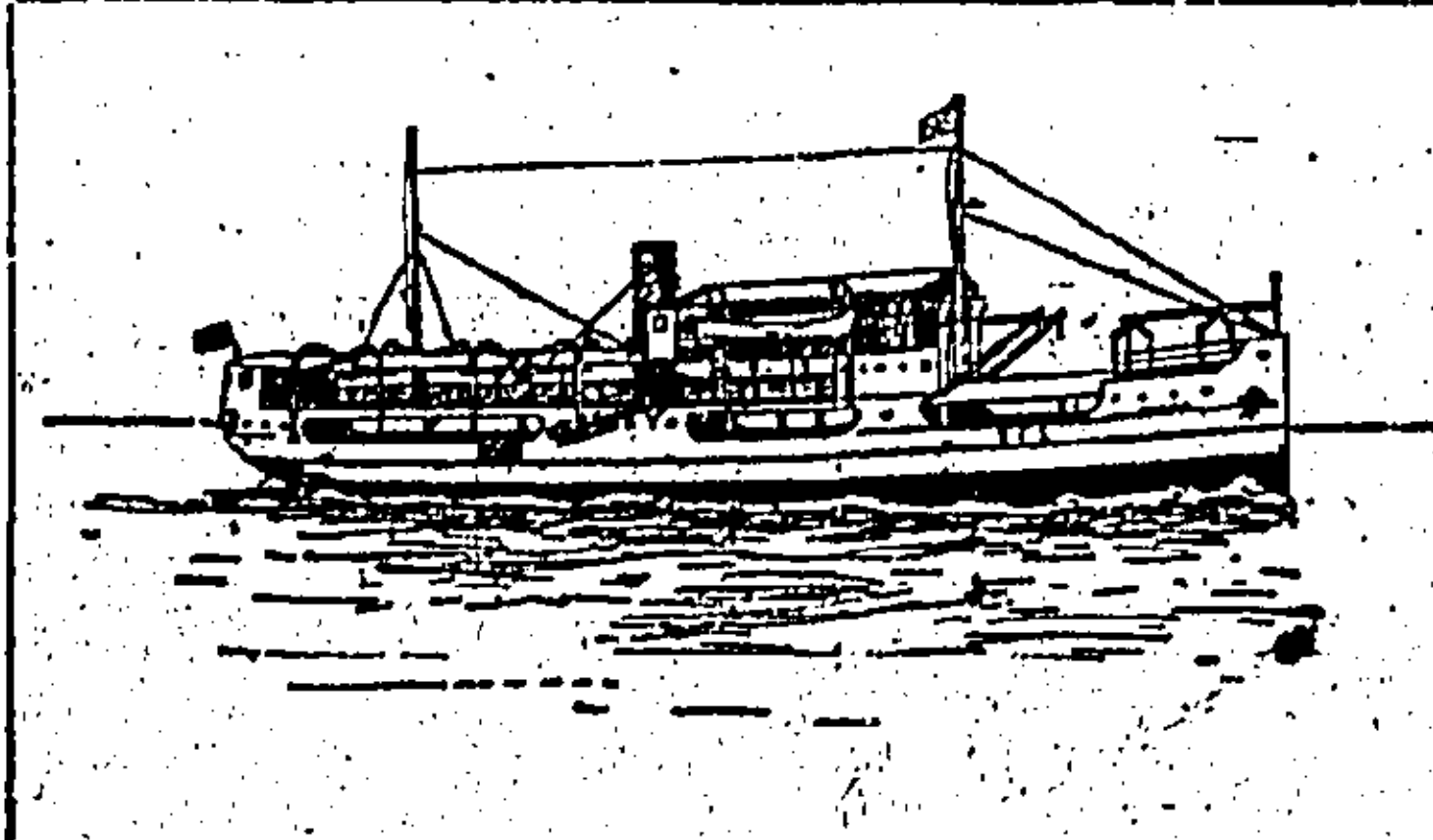
DATE	HIGH WATER	LOWER WATER
July	Standard Times	Standard Times
Tues. 22	m 5 44	8.6
Wed. 23	m 6 32	8.1
Thurs. 24	m 7 23	7.6
Fri. 25	m 8 14	7.0
Sat. 26	m 9 5	6.3
Sun. 27	m 10 59	5.4
Mon. 28	m 12 1	4.5

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Engineering:
First and Second Edition;
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Strand, W.C.2.

Hong Kong, Tuesday, July 22, 1930.

AIR FATALITIES.

Aviation circles in particular and all who are "air-minded" in general will learn with intense sorrow the tidings of another disaster to an air liner, with its toll of prominent British passengers. There is no need to minimise the grave number of aerial fatalities. By giving them all reasonable prominence a greater spur will be applied to the evolution of safety devices, while such is the spirit of man that there is no need to apprehend that he may be daunted no matter how many setbacks may be encountered in course of the quest for safe flying. In point of fact, the wonder is that the fatal casualties are as few as they are, considering the youth of flying as a science and the almost incredible progress that has been made since the days of the Wright Brothers and the other early pioneers. It is safe to say that if fatal flying accidents were ten times as frequent as they actually are there would be no lack of men to carry on the crusade of conquest of the air, although, of course, fewer people would trust themselves in the air as passengers for the ordinary purposes of transportation.

Unfortunately there are no statistics, as far as we are aware, giving flying accidents throughout the world. In relation to the number of machines in flying commission. If there were we feel sure that any feeling now inclined to gain ground that air accidents are again becoming alarmingly frequent, would

soon be calmed. True, the Imperial Airways disaster to the City of Ottawa in July last year seemed to be preceded and succeeded by many reports of flying fatalities but most of these were under extraordinary circumstances, as distinct from ordinary passenger-carrying circumstances. What is more, it should be remembered that we are now at the very height of the flying season in Europe, especially the stunt-flying and record attacking season, and that the number of machines in commission all the year round is increasing by leaps and bounds. We feel sure that statistics of ratio, did they exist, would re-assure the public that even although the number of fatalities seems to be increasing the mean risk of flying is diminishing most materially.

As a general rule it may be said that a machine flying well within its capacity, over a properly established route and with the requisite ground service, is indeed as safe as the flying people insist. Moreover, in considering the risk of travelling by air the passenger should not remember only the absolute risk to his life but should also take into account the net risk between flight and other transport by which he must undertake a necessary journey. In the case, for instance, of the French rail, the net risk would turn out to be a very different thing to the gross risk. But perhaps people are not really so mathematical about such matters. They leave such calculation, possibly, mainly to the life assurance actuary's type of mind.

News in Brief.

Luk Man-po appeared before Mr. Whyte-Smith at the Kowloon Magistrate's Court this morning on a charge of disobeying his banishment order of ten years from August 8 last year. He pleaded that he came here because his wife had been kidnapped. He was sentenced to eight months' hard labour.

Tong Ho (16), described as a married woman, living at 7, Cheung Lok Street, first floor, was yesterday taken to the Kwong Wah Hospital suffering from injuries received when she accidentally fell into the street from the verandah, where she was engaged in putting out clothes to dry.

Sentenced to death for murder in 1928, a Chinese named Fung Tin, who was reprieved by H.E. the Governor, the sentence being reduced to one of life imprisonment, died in the hospital at the Victoria Jail yesterday. The inquest was to have been held by Mr. H. R. Butters in the afternoon, but on account of the indisposition of the medical officer who had held the post-mortem examination, the inquiry was postponed for a week.

An enjoyable evening was spent at Whitfield Barracks last night, being the occasion of a Whist Drive. About 60 persons were present. Prizes were won by the following:—Ladies' prize—Mrs. Murray; Gents' prize—Mr. Matheson; Consolation prize—Mrs. Freeman. Another of these enjoyable functions will be held on Monday next.

Signaller Wild, of Wellington Barracks, the holder of a learner's licence, was yesterday charged before Mr. T. S. Whyte-Smith, at the Kowloon Magistrate's Court, with riding his motor cycle on the Castle Peak Road, which is a prohibited area for learner drivers, and also for rounding a corner without keeping as far as possible to the left hand side of the road. The Magistrate imposed fines of \$5 on each charge.

Several prominent travellers sailed from San Francisco aboard the Chichibu Maru, amongst others Mr. and Mrs. H. S. Patten, and their two daughters Miss Mary and Elizabeth Patten, and their son, George, all of Alhambra, California. Mr. H. L. Andree of London, known among commercial circles throughout the Orient, also sailed for Hong Kong, returning to London after a trip around the world by way of the United States.

Among the passengers to leave the Chichibu Maru at Shanghai were seven college students of the third annual "Hands Across the Pacific Tour," led by Carroll M. Powers, Professor of Economics at Modesto Junior College, who is accompanied by his wife. The party will visit Peking and Mukden before returning to Japan by the way of Korea. The group was met by Mr. Egbert Hayes, student secretary of the Y.M.C.A. at Shanghai and adviser to Dr. David Yui.

Stated to have been due to a gambling debt, a stabbing affair occurred at Yau-mat yesterday. The wounded man is a coolie named Chan Hing, living in North Street, West Point. He is now in the Kwong Wah Hospital with two serious wounds in the left side and one in the head. The Police have taken out a warrant for his assailant's arrest. It is not clear what the West Point coolie was doing in Yau-mat, but it is believed that he went over to collect a gambling debt from San Mui and was attacked.

Mr. H. L. Andree, who represents Messrs. Carsons Ltd., the well-known Chocolate Manufacturers of Bristol, Glasgow, and London, arrived here last evening by the New Motor Ship Chichibu Maru from San Francisco. Mr. Andree, who has been through several States of America where Messrs. Carsons are doing business, found things utterly hopeless with the inauguration of the new tariff which he says makes business impossible in the United States. From Hong Kong Mr. Andree goes on to Singapore, Penang, Bangkok, Rangoon and other Indian Ports, returning to London by the Suez route.

There was some excitement on the water front shortly before 3 p.m. yesterday, when a taxicab suddenly shot out of its place on the parking stand near the Star ferry wharf and headed for the seawall. The driver was not at the wheel, he having left the vehicle on account of the heat to stand in the shade under the verandah. How the brakes became disengaged is not clear. The front wheels of the taxi shot over the praya wall, but the rear part held on the edge and the vehicle swung dangerously. Several coolies dashed up and held on to the back of the taxi and thus prevented it from toppling into the sea. Subsequently a break-down gang arrived and, with the assistance of a lighter, succeeded in lifting the taxi back to the road. Not much damage was done.

TREE-CLIMBING LION

FALL MANAGER'S NARROW ESCAPE.

Bulawayo, June 12.

A correspondent at Chisamba, in Northern Rhodesia, reports another occasion of a lion climbing a tree.

A wire trap, set in growing maize to catch wild pigs, caught a young lion which, in panic at finding its head in the trap, uprooted the poles and rushed away, the noise tightening as he ran. Claw marks on the branches show that the lion climbed 15ft. into the tree and then either fell or jumped. The story was firmly wedged in the fork of the branches, and the lion was suspended in mid-air and was found dead the next morning. At a farmhouse in the same district a lion entered a bedroom and killed a dog under the bed in which the farm manager was sleeping.

EUROPEAN LADY MURDERED.

(Continued from Page 1.)

Graphic Story.

It appears that after taking charge of the armoury unknown to others at the station, the mad Indian posted himself on the verandah with rifles, revolvers and a machine gun, and awaited the return of the European officers.

As soon as he saw Sergeant Madgwick he sniped at him with a rifle. Sergeant Madgwick, who was armed only with a service revolver, returned the fire, at the same time taking cover. The revolver shots were ineffective. Then the murdered Indian constable, who was with Sergeant Madgwick, broke cover and attempted to rush into the station, no doubt with the intention of tackling his mad compatriot. He was allowed to reach as far as the entrance before he was shot dead.

At the first sound of firing, Mrs. Madgwick came out of her quarters to see what was happening, and this caused her life. Had she been a lady of longer residence here and more experienced, as a Police Officer told a China Mail man this morning, she would have locked herself in her room, as the Chinese women in the station did, and would have escaped with her life. Up to the time that Mrs. Madgwick made her appearance, the mad Indian's attention was concentrated on the outside of the station, and he had apparently not given a thought to those inside.

Riddled with Bullets.

As soon as he saw the lady, however, the Indian made up his mind to kill her, and, swinging his machine gun round, he fired into the interior of Sergeant Madgwick's quarter, making a wide swoop with the fire-spitting weapon. The door of the room in which Mrs. Madgwick was, was riddled with bullet holes and many of the bullets found marks on the walls inside the room.

The lady succeeded in locking the room door against the Indian but appeared to have lost her presence of mind after that, for, instead of taking refuge in the bathroom, where she would have been safe from the bullets, she tried to find shelter in the room itself, and she was hit by one of the bullets from the sweeping machine gun. When found, her body was huddled on the floor against the wall on the far side from the door through which the rain of bullets had entered the room.

Sergeant at Bay.

The sweeping motion of the machine gun sent a few shots over the verandah also, into the open, where Sergeant Madgwick was under cover, and this had the effect of keeping him at bay whilst the Indian was carrying out his foul intention to murder the lady.

After firing the machine gun into the room for nearly a minute, the Indian returned his full attention to the outside and sniped at everything within sight, and a few passing motor cars had bullets sent after them, but fortunately no one was hit. When the cars containing the rescuers arrived, they were also subjected to a rain of bullets, and in their case also, it was fortunate that none of the bullets found a mark. Had the mad Indian been alone in the station it would not have been so difficult to fly him, but the knowledge that Mrs. Madgwick was in the station and it was not known whether she was alive or dead, besides the interpreter, his wife and the ayah, it was impossible for those outside to throw a bomb, and they had even to be careful how they fired their weapons, in case some innocent person be hit. Thus they had to wait until, weary of holding out, the Indian committed suicide by shooting himself.

THE VICTIMS.

Mrs. Madgwick Only Six Weeks Here.

Mrs. Madgwick, formerly Miss Dora Winifred Fry, daughter of Mr. V. C. Fry, of 128, Somers Road, Southsea, was only 25 years of age at the time of her death. She was married to Lance Sergeant Madgwick at St. Peter's Church, Southsea, on October 23, 1929, whilst he was home on furlough. Her husband preceded her to Hong Kong, returning from leave on January 2 this year, and it was only about six weeks ago that Mrs. Madgwick arrived here to join her husband, and had lived with him at Lok Ma Chau since her arrival.

Lance Sergeant C. S. Madgwick, who is a native of Greymore, Co. Louth, Ireland, was formerly an E.R.A. in the Royal Navy. Obtaining his discharge here, he joined the Police Force on August 1, 1929. On his return from home leave in January this year, he was stationed for some time in Shamshulpo, and was transferred to Lok Ma Chau on May 3.

Sergeant Madgwick will receive the sympathy of the whole community in his tragic bereavement.

The funeral of Mrs. Madgwick will take place this afternoon, passing the Monument at about 5 o'clock.

A Capable Constable. The Sikh constable who was killed by the "amok" as he gallantly rushed at him in an attempt to disarm him was named Chajji Singh. He was only 26 years of age and had been in the Force since June 18, 1928. He was a native of Jandi village, Hoshiarpore. Chajji Singh had been stationed at Lok Ma Chau since November 3, 1929, and was a keen, intelligent and capable young officer, who was well regarded by his superior officers, Europeans as well as Indians.

The Assassin.

Dalip Singh, the "amok" was also 26 years of age. He came from Birk village, Ludhiana, and had been in the Police Force since September 4, 1928. He was sent for duty at Lok Ma Chau ten days after Lane Sergeant Madgwick, on May 15 of this year. The funeral of the two Indians will also take place this afternoon. The bodies will be taken to the Sikh Temple at Morrison Gap Road for cremation.

A Previous Tragedy.

A similar affair, which also ended tragically, occurred at the Tai-O Police Station, also in the New Territories, in 1917 when an Indian constable went amok and finally committed suicide after he had killed Sergeant Glendinning, brother of Mr. W. S. Glendinning, traffic superintendent of the Hong Kong Tramways.

SOUTHERN CROSS.

CO-PILOTS OF KINGSFORD-SMITH TO TAKE HELM.

Santa Maria, Cal., July 17.

The trim-tored Plover monoplane Southern Cross, which has flown over Arctic wastes, which has spanned the Pacific from California to Australia, which has dived from the Antipodes to England, which has soared from Ireland to New York and which has crossed the United States, is about to make another spectacular flight. Captain Charles Kingsford-Smith, famed Australian aviator who circled the globe in two years in the Southern Cross, announced today that the Southern Cross is to undertake a flight from Harbour Grace, Newfoundland, to Amsterdam, Holland.

But Captain Kingsford-Smith will not be alone. He is sailing for Australia soon, to be "done with" over the Pacific, which has spanned the Pacific from California to Australia, which has dived from the Antipodes to England, which has soared from Ireland to New York and which has crossed the United States, is about to make another spectacular flight. Captain Charles Kingsford-Smith, famed Australian aviator who circled the globe in two years in the Southern Cross, announced today that the Southern Cross is to undertake a flight from Harbour Grace, Newfoundland, to Amsterdam, Holland.

LISBON PLOT.

Lisbon, Yesterday.

A Government communiqué states that twelve persons, including three journalists, who were charged with being implicated in the recent conspiracy to overthrow the Government, have been deported to the Azores—Reuter.

Ten Years Ago.

[From the "China Mail," July 22, 1920.]

The dollar is worth 3/- 9/4d.

Correspondence:—Amongst the troops of the Garrison, there is a constant demand for Tennis racquets and balls, owing to the heavy prices which have to be paid for them, smaller units, especially find it hard to keep themselves supplied. Perhaps some of your readers have some for which they have no further use, but which still could be used. If so I should be extremely grateful if they would entrust them to me for disposal.—M. W. SHERWELL, Chaplain to the Forces.

Ten Years Hence.

[From the "China Mail" of July 22, 1941.]

The No. 6 typhoon signal was hoisted at 8.35 p.m. Thanks to the new spirit of co-operation between the observatory authorities and the Press, the China Mail published four special editions giving the public the latest official news of the typhoon's movement. The last of the typhoons, which have served the Colony for so many years, has disappeared. The Tramways Company intend to change their name to the Hong Kong, Kowloon, and New Territories Motor Bus Company.

ROUND THE CINEMAS

"THEIR OWN DESIRE" HAS NEW SONG HITS.

NORMA SHEARER'S FILM.

Two new song hits are introduced in "Their Own Desire," Norma Shearer's all-talking picture which is now playing at the Queen's Theatre.

They are "Blue Is the Night," written by Fred Fisher, and "She's Got the Boy Friend Blues," by Reggie Montgomery and George Ward. In her last picture, "The Last of Mrs. Cheyne," Miss Shearer surprised her fans by playing the piano in an after-dinner recital scene. In the new film, the star again plays the piano, using the "Blue Is the Night" number. "She's Got the Boy Friend Blues" is sung by a quartette.

Robert Montgomery plays opposite Miss Shearer in "Their Own Desire" and the supporting cast includes Lewis Stone, Belle Bennett, Helene Millard, Mary Moran, Cecile Cunningham, and June Nash.

E. Mason Hopper and James Forbes directed the picture, which was adapted from the Sarah Fuller novel.

"ABIE'S IRISH ROSE."

Anne Nichols' "Abie's Irish Rose" is one of the great motion pictures ever made. A broad statement of fact, and can be proven by any who attended the premiere of the Paramount screen version of Anne Nichols' play at the Central Theatre yesterday. As a screen play, "Abie" is even more entertaining than it was behind the footlights. It has been made into a sweeping, amusing broadside against intolerance, racial hatred and bigotry; but at no time does it preach. It is always entertaining. In short, "Abie's Irish Rose" is the story of a Jewish lad, Abie Levy, who meets, woos and weds an Irish girl, Rosemary Murphy. Their parents object to the match, but their complaints come too late, for they were first married by a Methodist minister, then to please the Jewish father, a Rabbi joined them. The third ceremony was performed by a Catholic priest, but still the parents objected and disowned their children; Christmas comes around, and twins are born. These twins, one with a Jewish name and the other with an Irish, bring the two families together in a bond of happiness.

A great theme is that. Its greatness should not be told thus briefly, nor can the beautiful touches of this picture be described in so few words. To see the picture is to realize that such a topic has never before been so finely translated to the screen.

Anne Nichols supervised the production of "Abie's Irish Rose." The players include Jean Hersholt, as Solomon Levy; Charles Rogers as "Abie," Nancy Carroll as "Rosemary," J. Farrell MacDonald as "Patrick Murphy," Bernard Gersey, and Ida Cramer as Mr. and Mrs. Isaac Cohen, and Camillus Pretal and Nick Cogley as the Jewish Rabbi and the Irish priest.

"LOVE, LIVE AND LAUGH."

A background of nearly forty years on stage and screen has provided Henry Kolker with a wealth of experience that makes the stage direction of "Love, Live and Laugh," George Jessel's Fox Movietone film, as near perfect as is possible to make it.

Kolker, in addition to serving as stage director on the production, also enacted the role of "Enrico," friend and patron of "Luigi," the character played by Jessel.

Born in England, Kolker went to America at an early age and was educated by the Franciscan Brothers at Quincy, Illinois. He abandoned early plans to enrol in the priesthood, and went on the stage, becoming one of the outstanding leading men both in America and Britain. He also played in Paris, Rome, Australia, and India.

His picture career started twenty years ago. Among his better known productions are "Don't Marry," "Slick Stockings," "Kiss in a Taxi," "Red Hair," and "The Valiant." He frequently has abandoned films temporarily to appear on the stage and is in almost constant demand at various Hollywood studios.

William K. Howard directed "Love, Live and Laugh," which will be seen and heard at the Queen's Theatre on Thursday.

MEI LAN-FANG.

HONORARY DEGREE OF LITERATURE.

ARRIVAL IN SHANGHAI.

[From a Special Correspondent.]

With forty performances given in the principal American cities as his latest achievement, China's most prominent actor, Mei Lan-fang, accompanied by a troupe of 22 members, arrived in Shanghai on Friday afternoon aboard the Chichibu Maru, the N.Y.K. California-Orient motorship, as she docked on her second Westward voyage since being placed in service.

Mr. Mei returns after nearly a year's absence in America, where he played in New York, Chicago, San Francisco, St. Louis, and Los Angeles, giving a number of performances in several of the cities.

Declaring that the trip was made in order to bring about closer relations between China and America, Mr. Mei said that no effort had been made to cause the tour to bring large financial returns. However, he did not lose any money.

While in Washington, Mr. Mei visited the national capital, and was received by Vice-President Mr. Charles Curtis. President Hoover was away in the country at the time of Mr. Mei's visit.

Aboard the Chichibu Mr. Mei entertained with two of his dance numbers one evening at the ship's concert, and in turn he was feted by a number of Pomona College and University of Southern California students on board. The two Southern California institutions both conferring the honorary degree of Doctor of Literature upon him while there this Spring. [A Reuter cable published in our columns on Saturday stated: The famous Chinese actor, Mei Lan-fang, arrived on the s.s. Chichibu Maru from San Francisco to-day after a triumphal tour of the United States. He was warmly welcomed by a large crowd on the jetty, representing all walks of life. A big reception is being given at the Majestic to-morrow afternoon in his honour. Mei Lan-fang, for whom a series of functions are being arranged, has announced that he will leave for Peking in a few days.]

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

To-day — Queen's Theatre, "Their Own Desire." Theatre, "To-day — Star Theatre, "Blind Goddess." Theatre, "To-day — World Theatre, "Baby Cydona," 5.15 and 9.20 p.m.; "Broker Chord" (Chinese picture), 2.30 and 7.15 p.m.

To-day — Majestic Theatre, "Partners in Crime." Theatre, "To-day — Central Theatre, "Abie's Irish Rose."

Home Mails. To-morrow — Outward for America and ports, and Europe via Siberia (Empress of Russia), 10 a.m.

Sports. See Special Sports Diary on page 8.

Meeting. To-day — Sanitary Board Meeting, 4.15 p.m.

July 26 — Important meeting of Subscribers to the Kowloon Tong Building Scheme, Garden City Club, 9, Cumberland Road, Kowloon Tong, 2.50 p.m.

Miscellaneous. To-morrow — Public Band Concert, K.F.C., 9 p.m.

July 31 — Band Concert, Cricket Ground, 5.30 p.m.

DRIVER CHARGED.

CURIOUS HITCH IN THE PROCEEDINGS.

At the resumed hearing, yesterday, of the alleged manslaughter charged against Fong Yee-chon, driver of the motor lorry which turned turtle near the native distillery at Aberdeen causing injury to 25 coolie passengers, two of whom (a man and a woman died), it was discovered, at the completion of the evidence, that none of the witnesses had deposed to seeing the deceased man in the lorry at the time of the accident. Mr. R. E. Lindell intimated that unless such evidence was forthcoming he would have to discharge the accused.

Mr. Somerset Fitzroy, Public Prosecutor, thereupon applied for an adjournment, saying that he could get a woman to testify to that.

Further hearing of the case was fixed for Monday.

NEW ADVERTISEMENTS

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THE Steamship "MIRZAPORE" carrying His Majesty's Mail, will be despatched from this Port on or about WEDNESDAY, the 23rd July, 1930 at 4 p.m., taking Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the Day before Sailing. The Contents and Value of all Packages must be declared.

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Hong Kong, 22nd July, 1930.

A GREAT COUNTRY.

BRITAIN AND THE SORROWS OF BELGIUM.

PREMIER'S MESSAGE.

Rugby, Yesterday. Cardinal Bourne conducted a Te Deum service at Westminster Cathedral to-day on the occasion of the recent Belgium centenary. King George was represented by Lord Granard. The Belgium Ambassador and staff were present.

The Prime Minister, Mr. Ramsay MacDonald, to-day sent the Belgian Premier the following telegram:—"On the occasion of the celebration of the one-hundredth anniversary of the independence of Belgium, I send Your Excellency a message of friendly goodwill on behalf of his Majesty's Government of the United Kingdom. The people of this country who have shared Belgium's sorrows, wish also to share in her joys, and I am confident that I interpret the feelings of all classes of the British public, and will beg Your Excellency to accept our good wishes for the continued happiness and prosperity of your great country.—British Wireless Service.

HONG KONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Offices of Messrs. Jardine, Matheson & Co. Ltd., Pedder Street, Victoria, in the Colony of Hong Kong, on MONDAY, the 11th day of August, 1930, at Noon for the purpose of considering, and if thought fit, passing the following Resolutions as Ordinary Resolutions, viz:—

(1) "That the Directors be and are hereby authorised to offer forthwith 60,000 new shares of the nominal value of \$25 each constituting part of the unissued capital of the Company (in the proportion of one new share for every complete number of four issued shares held by them respectively) to the persons who on the 7th day of August, 1930, are registered in the Company's share register as the holders of the 240,000 issued shares in the capital of the Company at a premium of \$35 per share and so that on acceptance of the offer the nominal value due in respect of each of such new shares plus the said premium of \$35 per share (making \$60 per share) shall be payable in full. Such new shares shall rank for dividend as from dates of allotment.

(2) "That such offer as aforesaid be made by notice specifying the number of new shares to which the member is entitled and limiting the respective times within which the offer if not accepted by members in the Far East and outside the Far East respectively either on behalf of such member or his nominee will be deemed to be declined and that the Directors be at liberty to fix such respective times and to extend such times to such date or dates and upon such terms as they may think fit and further that any of the said new shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner as such time or times and upon such terms as the Company's Directors shall in their absolute discretion see fit.

(3) "That no shareholder shall be entitled to claim for a fraction of an additional share in respect of any odd issued share held by him."

Dated this 22nd day of July, 1930.

By Order of the Board,
L. S. GREENHILL,
Secretary.

CANTON FLOODS.

ROOFS OF THREE HOUSES CAVE IN.

OLD CITY UNDER-WATER.

Canton, Yesterday. Due to heavy rainfall during the last few days, it is reported that the roofs of three houses in Lin Fa Lane, Koo Tai Street and Ling Siu Lane caved in on July 19 and 20. Fortunately, the accident took place in the day time and there were no casualties. The streets in Sai Kwan, Nam Kwan, Tung Kwan and the old city were under water.—Canton News Agency.

RIOT IN KOREA.

Tokyo, Yesterday. A message from Tansen, in Kanyonondo province, Korea, states that four Korean peasants were killed and 25 wounded, and nine Japanese policemen were wounded, in serious rioting yesterday evening, following the arrest of peasants for alleged violation of the forestry laws.

A mob of two thousand, armed with clubs and bamboo spears, seized the town office and police station, whereupon the police, reinforced, fired on the mob, which dispersed.—Reuter.

ADDRESSES WANTED.

Mail has been received at the American Consulate-General for the following persons:—Geo. A. Allan, Miss F. Bostwick, R. Caldwell, J. A. Conley, R. G. Cooper, Mrs. E. A. Custer, V. E. Donnelly, Fish, F. Hamilton, Mrs. L. W. Hoffecker, W. K. Kendall, Mrs. G. H. Kerton, S. Madrian, G. F. Mentz, S. Miller, J. L. Moller, W. C. Oakland, Miss A. Riggin, J. E. Rock, Capt. G. B. Rogers, Miss A. Root, Sadr, L. I. Shapen, Mrs. K. Smith, A. B. Taylor, R. L. Telger, G. O. Woodward.

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Sport Columns

CHALLENGE ROUND OF DAVIS CUP.

United States v.
France.

TILDEN'S MISHAP.

Paris, Yesterday.
The teams for the challenge round of the Davis Cup have been officially announced. The match will commence on July 25. The United States will be represented by—

W. T. Tilden.
G. M. Lott.
W. Allison.
J. Van Ryn.
French representatives are—
H. Cochet.
J. Borotra.
J. Brugnon.
C. Boussus.

"Big Bill" Tilden whilst practising in the afternoon attempted to reach to lob, and in so doing slipped on the wet court and strained his ankle. It is not considered serious, only necessitating one day's absence from the courts. Dixon, the American captain, has reserves and has the right to modify the team if it is considered necessary.—Reuter.

TENNIS.

I.R.C. OUTPLAY THE 'VARSITY.'

In the mixed doubles League, yesterday, at Soekumpoo, the Indian Recreation Club beat the University by 9 sets. Scores:—
Mrs. McCaw and C. A. L. Rumjahn (I.R.C.)
beat Miss Perry and F. Y. 6-1
beat Miss R. Kwok and P. P. 6-2
beat Miss G. Ho Tung add 6-1
Y. K. Ng 6-1
Miss Gull and H. D. Rumjahn (I.R.C.)
beat Miss Perry and F. Y. 6-0
beat Miss R. Kwok and P. P. 6-2
beat Miss G. Ho Tung add 6-1
Miss R. Rumjahn and S. A. Rumjahn (I.R.C.)
beat Miss Perry and F. Y. 6-1
beat Miss R. Kwok and P. P. 6-3
beat Miss G. Ho Tung add 6-1
Y. K. Ng 6-1

HOW GLASS TENNIS.

HOW OUR GRANDPARENTS PLAYED.

Great changes have occurred in the new worldwide sport of tennis during the last 50 years. Racket, court and ball have radically altered and the standard of play, of course, has become almost unrecognisably fast, compared with the gentle pat ball of the 'eighties.

Lawn tennis at that period was played on a court shaped like an "hour-glass"—the back lines gradually sloped inwards so that the court was narrower at the net than the two serving lines. The lines were marked with sawdust on grass by pouring the sawdust between two slips of wood six to eight feet long nailed about one inch apart. The net at the poles was much higher than at the present day, and it dipped towards the centre where it would be about four feet four inches high. At the poles it was fastened top and bottom.

Queer Rackets and Eccentric Ball. The mesh of the net was diamond shaped and on stretching the bottom at the centre was pulled up like the arch of a bridge so that the centre could not be more than eighteen inches deep. Along the top was sewn broad red tape. The poles were held upright by ropes and tent guy pegs, and had little flags at the top.

The rackets in those days were long in the handle and small in the head which was all to one side—more like lacrosse sticks; and every ball seemed to be hit with a cutting stroke.

Gradually the racket lost its slope to the side and became more straight; but it was about twelve to fifteen years at least before it was actually made "straight". The racket at that time, which first became straight cost a guinea and had to be ordered to be made for you to your own weight.

Interesting, too, are the changes that have taken place in the manufacture of the balls. Fifty years ago the rubber ball was inflated and closed with a thimble shaped piece of rubber and with this thimble hole showed from the outside sufficient to put your small finger into it. Then there was a perfectly smooth rubber round bouncing ball (hollow, probably inflated). This was followed not long after by one having the surface rougher—

DRAWN GAME AT GLASGOW.

Scots Declare Without
Addition.

BRADMAN 140.

Glasgow, Yesterday.
The West of Scotland managed to draw with the Australians in a two day fixture. The Scots declared their innings closed at their over-night total of 140-6. The Australians gave a good batting display in scoring 337 with one wicket in hand. W. M. Woodfull scored 65 and Don Bradman 140. Jackson scored 52 and was undefeated at the close. Baxter was the most successful bowler with 4 wickets for 98 runs.

West of Scotland: 140-6 dec.
Australians: 337-9.
—Reuter.

WATER POLO.

DRAW EXHIBITIONS AT THE
V.R.C.

Two games in the Water Polo League were played yesterday evening at the V.R.C. The play throughout was of a very poor standard.

In the First Division, the Somerset easily accounted for the Navy; putting the ball into the net no fewer than six times to the Navy's once.

The teams were:—
Somerset:—Skinner, Naylor, Morris, Mackenzie, Fox, Howard, and Earley.
Navy:—Parker, Beer, North, Davies, Bell, Foreman, and Singleton.

Varsity v. Kowloon.
In the Second Division, the Varsity proved too good for the Kowloon team. The game was a draw affair and the final whistle came with the scores standing at 5 goals to one in favour of the Varsity.

The teams were:—
Varsity:—P. L. Tan, K. I. Ip, S. T. Cheung, S. F. Chan, M. C. Loh, F. F. Li, and S. H. Wong.
Kowloon:—Brokenshire, Hyde, E. Murphy, Stoker, Speirs, Paget, and Clarke.

Mr. Weyman refereed both games.

PRIMO CARNERA.

MARCHING ORDERS FOR "ITALIAN GIANT."

Omaha, Nebraska, Yesterday.
The immigration officials have refused a request to extend the sojourn to Primo Carnera who, with his manager, has been obliged to leave the country immediately.—Reuter's American Service.

Schmeling and World Title.
London, June 27.
The British Boxing Board of Control have decided not to recognise Max Schmeling as the heavy-weight champion.

ed with very small projections in order to allow more screw to be put on the ball; as with damp grass the smooth ball slipped against the racket strings.

What Would Lenglen Have Said? The first covered ball came in after the courts had been squatted up and double courts came into full play and after the net had been lowered at the ends, considerably straightened and rendered deep in the centre. The first covered balls were covered in flannel, like the sections of a cricket cap, in some cases multi-coloured. Flannel was found to wear too quickly and a melton cloth was tried. Soon after that the melton cloth was cut into two figure-eight shapes and fitted over. It was also fixed with rubber solution a little later on in the game. These were thought to be tremendous improvements, as indeed they were in their day; but what would we have said could we have looked ahead and seen the modern seamless Dunlop ball filled with gas generated from chemicals during manufacture? And how would that old erratic ball have influenced the game of Lenglen or a Helen Wills?

Lawn tennis, as we now know it, came into being in the latter half of the last century and with the foundation of the Lawn Tennis Association in 1888 began the steady climb to popularity which has not yet reached its peak.

AMATEUR GOLF CHAMPIONSHIP.

Alteration of Rules.

In a recent issue I drew attention to the unwieldy number of entries for the Amateur Championship, and hinted that a good percentage of the players had as much chance of winning the championship as they had of swimming the Atlantic. (writes an Observer correspondent). The proceedings at St. Andrews were ludicrous, inasmuch as in order to kill off the rabbits a start had to be made as early as eight o'clock in the morning. Jones himself having on one occasion to drive off at 8.12, while Tolley was only a few minutes later.

The present system is that any one with a national handicap of 4 is entitled to enter for the championship. Many of these handicaps were allotted years ago, and it is as plain as noonday that not a few of the players holding them cannot live up to the standard im-

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WEDNESDAY AND SATURDAY.

posed. As a consequence, the championship is overburdened with deadheads, who have to be got rid of before the event is narrowed down to the stage when the right players can get to grips.

Before another championship is played the position will be reviewed by the authorities at St. Andrews, who, I understand, will spring a surprise on many holding the very flattering natural handicap of 4, which is equivalent to a club handicap of scratch. Instead of remaining at 4 they will be transferred to class 5, which automatically rules them out. At least fifty players will come under the guillotine, the knife of which should not be allowed to rust.

SIR T. LIPTON.

DETERMINATION TO REGAIN "ELUSIVE OLD MUG."

London, July 8.
Presiding at a luncheon given by the Honourable Company of Master Mariners to Sir Thomas Lipton on the completion of his arrangements to win the America Cup, the Prince of Wales, proposing the toast of Sir Thomas Lipton and wishing him success, paid a tribute to Sir Thomas for upholding "the grand tradition of British yachting and British sport" and especially for his pluck in continuing his great efforts to win the Cup over thirty years. "All we ask for," said His Royal Highness, "is a turn in his luck." He added that a win for Sir Thomas would be as popular in America as in England.

The American Ambassador said that any disappointment in America if she lost the Cup would be set off by their pride in the sportsmanship of Sir Thomas Lipton. Sir Thomas Lipton said that he was extremely gratified by their expressions of good wishes in his efforts to bring back "that elusive old mug." He paid tribute to the sportsmanship of the Americans.

GIFT FOR BRADMAN.

AUSTRALIAN VISITOR'S TRIBUTE.

London, July 12.
Mr. Arthur Whitelaw, an Australian visitor to England, has telegraphed £1,000 to Bradman as a tribute to the young New South Wales batsman.

The telegram was sent to the Leeds ground during the English innings and was handed to Woodfull. The Australian captain passed it on to Bradman, who read it and put it in his pocket.—Singapore Free Press.

BRITISH RUGBY TEAM

TWO VICTORIES IN NEW ZEALAND.

Invercargill, (N.Z.), June 24.
The British Rugby team beat Southland by 9 points to 8.
Timarua (N.Z.), June 28.
The British rugby team beat a combined team from Ashburton, South Canterbury and North Otago by 16 points to 9.

NURMI—THE MAN OF CLIPPED SPEECH.

Early-to-Bed Habits Disappoint Him.

Pasvo Nurmi, who beat Alfred Shrubbs's six miles' record in mail week, is an economist, besides being the world's greatest runner. If one word will suffice to explain what he wants to say, he uses one word, and no more.

He is desperately shy. I was amazed when he strode into the room where I was waiting for him, writes an Evening News correspondent.

He is short, inclined to a slight stoop, and he is fast losing his golden hair. Shortly before I saw him he had run six miles in a few seconds more than 29 minutes at Stamford Bridge.

"Tired"? I asked.

"Me"? He indicated himself in surprise.

"No, I am not tired. Why should I be? The weather was good, and I ran six miles only."

He looked at me, expressionless, and then shot this surprising question at me:

"London has no night life?" For a moment I was at sea. "I walked from here to Piccadilly and all over London last night to see what the night life of London is like, and after about 11 o'clock I could find none."

"British people seem to go to bed early. We have very little night life in Finland, but I felt sure that London, like Paris, had its gaiety at night."

He chose to discuss the question with an undetached air and not the shadow of a smile.

I asked him why he chose to walk all the way from far Kensington to Piccadilly—why, in fact, he uses his legs so much.

For the first time a slight smile crept over his tanned features. "Well, if you have good legs, why ride? It is pleasant to walk. It is cheap to have good legs, you know."

"But, of course, in Finland I have a car. I am in the car, rade, so I drive a good deal there."

British Tracks Not So Good. He began a slow journey towards the other end of the room. Taking a big breath, I followed him.

There was a twinkle in the corner of his light blue eyes.

"I am surprised that so wonderful a sporting country as Britain should be so poorly equipped in the matter of athletic grounds."

"The track at Stamford Bridge was very bad indeed. After running a few miles on it I found that the surface was terribly hard and very unsmooth and broken. It must be hard on your many good runners to have to run on such a bad track, bad for their legs—too much jar."

He was gradually nearing the door.

I asked him what sort of cup he won to commemorate his breaking of Shrubbs's record for the six miles.

With his hand on the door-knob he replied:

"I got a cinematograph camera as a souvenir. I have too many cups already, so I was glad to have the camera."

When I looked again, he had gone.

A.A.A. MILE RELAY.

ACHILLES CLUB'S SIXTH SUCCESSIVE WIN.

Stamford Bridge.—The Achilles Club men, Neame, Gutteridge, Tatham and Leigh-Wood, won the A.A.A. Mile Relay Championship for the sixth time in succession yesterday.

London, June 28.
Stamford Bridge.—The Dominion students, with 20½ points, finished third in the triangular athletic contest here to-day which was won by the London Athletic Club. The winners secured 57½ points and Cambridge University, who were second, had 42.

CRICKET SELECTORS' DIFFICULTIES.

Sir Stanley Jackson's Defence.

London, July 2.
The onerous task of selecting the next England Test team is emphasised by Sir Stanley Jackson, who said:—

"I served on the Committee for several years, but, in those days, we usually had six men who played themselves automatically into the team."

"To-day the position is infinitely more complex."

"Ranji" describes the English bowling as weak. He would like to see tricky bowlers of the Tyldesley and Stevens type included.

Our Sports Diary

LOCAL

Water Polo.—To-morrow—Division II.—12th Heavy Battery v. Fukien Club.
Friday.—Division II.—Somerset v. V.R.C.

Lawn Bowls.—Saturday—Division I.—Talkoo v. Kowloon Dock; Civil Service v. Craigengower; Police v. Kowloon Bowling Green; Recreation v. Kowloon C.C.; Division II.—Electric R.C. v. Recreation; Kowloon C.C. v. Talkoo; Kowloon Bowling Green v. Civil Service; Craigengower v. Yacht Club.

Tennis.—Wednesday—Mixed Doubles—Kowloon C.C. v. U.S.R.C.
Aquatic Sports.—Saturday—Volunteer Corps aquatic sports, V.R.C. 9 p.m.

Racing.—September 27—Seventh Extra Race Meeting.
October 10 and 11—Eighth Extra Race Meeting.

HOME

Cricket.—July 25-29—Fourth Test Match, Manchester.
Racing.—July 29—Stewards' Cup, Goodwood.

July 30—Goodwood Stakes, Goodwood.
July 31—Goodwood Cup, Goodwood.

Boxing.—July 28—Phil Scott v. Young Stripling, Wimbledon Stadium.

SUSPENSION OF HUDDERSFIELD.

Refusal to Pay Cost of
F.A. Enquiry.

London, June 28.
"That Huddersfield Town be suspended from July 15 unless in the meantime the Club pay the amount ordered by the Council" is the recommendation of the Finance and General Purposes Committee at the Football Association meeting to-day, as the outcome of the decision of Huddersfield not to pay the expenses of the enquiry last season when Wilson, their Captain, was suspended as the result of incidents in their match against Derby.

RACING.

COMMANDERIE WINS FRENCH GRAND PRIX.

London, June 29.
Longchamps.—The French Grand Prix resulted as follows:—
Commanderie 1
Chateau Bouscut 2
Velou Creme 3*
Godiche 3*
21 ran.
*Denotes dead-heat.
Won by a length; short head between second and third.

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From	Per
Shanghai	Wednesday, July 23.
Shanghai and Swatow	Mirzapore
Batavia	Sui Yang
Straits	Tjkarang
Europe via Negapatam	Van Heutsz
FRIDAY, JULY 25.	
Europe via Negapatam	Sarpedon
SATURDAY, JULY 26.	
Europe via Negapatam (Papers only, London, June 26)	Sul Sang
U.S.A., Honolulu, Japan and Shanghai (San Francisco, June 27)	Pres. Van Buren
MONDAY, JULY 28.	
Japan and Shanghai	Yokohama Maru
U.S.A., Honolulu, Japan and Shanghai (San Francisco, July 4)	President McKinley
Straits	Atsuta Maru

OUTWARD MAILS

For	Per
Straits	Tuesday, July 22.
Samshui & Wuchow	Lyeemoon 3.30 p.m.
Manila, Australia & New Zealand via Thursday Island	Tai Ming 4 p.m.
	Aki Maru
	(Due Thursday Island, Aug. 5.)
	Registration July 22, 4.15 p.m.
	Letters 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Achilles
	(Due Marseilles, Aug. 22.)
	G.P.O.
Registration July 22, 4.30 p.m.	Registration July 22, 5 p.m.
Letters 4.30 p.m.	Letters 6 p.m.
Amoy	Tilawa 5 p.m.
Holhow and Bangkok	Michael Jensen 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C.	Empress of Russia
	(Due Vancouver, B.C., Aug. 9 and Europe via Siberia.)
	Parcels July 22, 5 p.m.
	Registration July 23, 9.15 a.m.
	Letters 10 a.m.
WEDNESDAY, JULY 23.	
Swatow	Kwong Sang 8.30 a.m.
Straits	Mirzapore 2.30 p.m.
Haiphong	Canton 2.30 p.m.
Amoy	Tsinan 5 p.m.
Rabaul	Bremerhaven 5 p.m.
THURSDAY, JULY 24.	
Holhow, Pakhol & Haiphong	Chengtu 8.30 a.m.
Holhow, Pakhol & Haiphong	Menado Maru 8.30 a.m.
Swatow	Kweiyang 10.30 a.m.
Haiphong	Hydrangea 3 p.m.
Shanghai	Shun Chih 3.30 p.m.
FRIDAY, JULY 25.	
Wel-Hal-Wei via Swatow and Foochow	Hulchow 10 a.m.
Swatow, Amoy & Foochow	Hai Yang 1 p.m.
Shanghai	Tean 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Hakusan Maru
	(Due Marseilles, Aug. 24.)
	G.P.O.
Registration July 25, 4.30 p.m.	Registration July 25, 5 p.m.
Letters 4.30 p.m.	Letters 6 p.m.
Tourane	Chung Kong 5 p.m.
SATURDAY, JULY 26.	
Holhow, Pakhol & Haiphong	Limchow 8.30 a.m.
Amoy	Sui Sang 5 p.m.
Manila	Pres. Van Buren 5 p.m.
SUNDAY, JULY 27.	
Amoy	Anhui 8.30 a.m.
Swatow, Amoy and Formosa	Hozan Maru 9 a.m.
Bangkok via Swatow	Kwangchow 9 a.m.
MONDAY, JULY 28.	
Japan, "Honolulu," "San Francisco" and "South American Ports"	Rakuyo Maru 10.30 a.m.
Straits and Calcutta	Yuen Sang
	Parcels July 28, Noon.
	Letters 1 p.m.
TUESDAY, JULY 29.	
Shanghai and Japan	Atsuta Maru 10.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Athos II.
	(Due Marseilles, Aug. 30.)
	G.P.O.
Registration July 29, 1 p.m.	Registration July 29, 1.45 p.m.
Letters 1 p.m.	Letters 2.30 p.m.
Swatow, Amoy and Foochow	Hai Ning 2 p.m.
Manila	President McKinley 4.30 p.m.
WEDNESDAY, JULY 30.	
Swatow	Foo Shing 8.30 a.m.
Amoy	Tai Yuan 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., "Canada," C. & S. America and "Europe via San Francisco"	Chichibu Maru
	(Due San Francisco, Aug. 21 and Europe via Siberia.)
	Registration July 30, 5 p.m.
	Letters July 31, 8.30 a.m.

* Superscribed correspondence only

TOTE TAKES MILLION IN 5 MONTHS.

Racecourses Paved with Gold.

In the first five months of the year the turnover of the totalisator controlled by the Racecourse Betting Control Board has exceeded £1,000,000.

An official told the Evening News that the Board was "perfectly satisfied with results to date, and that still further improvements in the position are confidently anticipated."

Asked whether it was true that the working of the totalisator showed heavy losses, the official replied, "Any suggestion of the sort is too ridiculous for words."

Enormous Receipts.

"Here is a true indication of the way things are going."

Between July 2, when the first "totes" were opened simultaneously at Newmarket and Carlisle, and the close of the year, the turnover was £500,000. That was for six months. In the last five months that turnover has been increased to £1,000,000. Does that look as if the totalisator is a failure?

"Before you can arrive at anything like a reliable estimate of what the profits are likely to be you must wait to see in full operation all the machinery and organisation on which capital has been expended."

"Remember that there is only one fully mechanised Totalisator in operation—that at Newmarket, which was opened so recently as April last."

Intricate Machines.

"When all the Totes have been made fully mechanised the turnover will be bound to increase enormously. And that will be the time to compare expenditure with income."

"The board looks forward to it with the utmost confidence, encouraged by results that are already fully up to expectations."

"If there is some delay in getting these fully mechanised 'totes' in operation it should be remembered that there are 30,000 electrical leads in these machines, and one fault or error involves considerable labour in locating it. That is why the mechanism is submitted to the most rigorous test before it is passed for active service."

"On June 20 the second fully mechanised totalisator will be opened at Hamilton Park, near Glasgow. The third will be opened soon afterwards at Ayr. Others are being constructed as quickly as possible."

More Work.

The practice of the Board is to deduct 6 per cent. of the gross takings on each pool (or race), out of which all maintenance and running costs are paid. But as the "tote" does not pay on fractions of shillings, the actual result so far has been an income of slightly more than 7½ per cent. of all the pools recorded."

It was mentioned incidentally by the Board's official that, apart from improvements in the betting system resulting from the totalisator, the innovation had proved a great boon to the electrical industry. The Board's orders for "totes," he said, "reached the big firms just when a slump was setting in."

"Hundreds of men who would have been put on short time or stood off altogether were kept on full work."

"Building these electrical totalisators is a new industry, and worth encouraging," added the official.

A WEEK'S DISEASES.

The official return of diseases for the week ended July 19 gives the following details:

Cases	Deaths
Typhoid fever	5
Diphtheria	2
Puerperal fever	2
Influenza	6
Malaria	9
Tuberculosis	58

Three of the typhoid cases were non-Chinese, as were two diphtheria and one tuberculosis.

PIRATES BOARD SHIP FROM HONG KONG.

(Continued from Page 1.)

Of the first class passengers, four were Chinese, one European. Mr. Stewart Smith, who was going to Saigon on business, and a Japanese. Mr. Smith's loss was in the neighbourhood of \$800 including his watch and a diamond ring.

The assistant comprador, who interviewed, said that the four cases of silk were invoiced at \$600 per case, but he thought they must cost more than that. He placed the total loot, including cash, jewellery and cargo, at about \$15,000.

Another member of the crew said that the entire loot could not be more than \$7,000. Exact details on this point could not be ascertained, until each individual loss had been made known. But even then the Chinese always have an exaggerated idea on the value of their own belongings.

Official Message.

An official Naval message issued this morning stated:—

A message was received at 4.45 this morning from the Master of s.s. Helkon, stating that this vessel had been pirated whilst on the voyage to Saigon, and had been taken into Bias Bay at midnight. A subsequent message was received about half an hour later stating that conditions were safe, no help being required, and that the vessel was proceeding to Hong Kong.

Built in Hong Kong.

The s.s. Helkon was built by the Hong Kong and Whampoa Dock Company in 1917. She is a steel screw steamer, registered in Hong Kong, and is equipped with wireless, her tonnage being 2,232 gross and 1,385 net. She is 270.6 long, 4.01 beam, and 19.4 deep.

She is under the command of Captain W. Anderson, who cleared the ship for Saigon on Saturday. The Chief Officer is Mr. J. S. Kirkpatrick, and she carries a Chinese second mate. The Chief Engineer is Mr. W. Anderson with Mr. G. E. More as second.

NURSE DISMISSED.

SEQUEL TO HOSPITAL AFFRAY.

Bangkok, July 4.

Nangsoo Yong Vibhata, the nurse who was involved in the shooting affair last Sunday at the Chulalongkorn Hospital has been dismissed, according to the statement of Phya Damrong Baedaygun, Director of the institution.

It was officially stated that Nangsoo Yong shot at Captain Thongdi, because the latter refused to make a morphine injection for the girl who was suffering from asthma. In the preceding evening an injection had already been made to Nangsoo Yong when she said she was suffering from the disease and was unable to sleep. Early in the morning she visited the room of Captain Thongdi again and reported the attack had come back again, requesting the doctor to give her another. Captain Thongdi told her that an injection of morphine could not be made as it would be an overdose, one having been administered only less than twelve hours before.

At this the nurse brought out her firearm and shot at the captain, who struck the pistol to one side sending the bullet crashing into the window at the back, the official statement says.

Nangsoo Yong is about 30 years of age, having been in the institution for about 10 years. Her past conduct has been very good.

Following the report of the shooting affair published in the papers, the police proceeded to investigate the case yesterday. It was stated that the pistol used by Nangsoo Yong was unlicensed. This has been confiscated.—Bangkok Daily Mail.

"Animals," says a naturalist, "don't know how lucky they are." Does a family of rabbits, for instance, realise that they are running about in a sealskin coat?

BRITAIN OUTBID BY POLAND.

200,000-Ton Contract Not Successful.

Colliery owners and coal exporters on Newcastle Commercial Exchange were amazed at the news received recently that an order for 200,000 tons of steam coal for the Swedish State railways had gone to Poland.

The price was said to be much below the tenders sent from Northumberland and Durham. A large shipper of Northumberland coal said to a Press representative: "The whole of that important order has gone to Poland, while the collieries of Northumberland and Durham are lying idle for the lack of work."

"At the same time, this country is buying millions of pounds worth of food supplies and timber from Sweden and other Scandinavian countries."

"It should be possible to make arrangements to induce those countries to purchase coal supplies from old customers, instead of from Polish subsidised exporters, who take little of the Scandinavian products in return."

HIGH CHURCH v. LOW

CONFLICT ON CHELSEA FOOTBALL GROUND.

London, June 29.

Chelsea ground the scene of innumerable soccer battles, was today the centre of a conflict between the High and Low Churches on the occasion of an open air celebration of High Mass, which opened the Anglo-Catholic Congress.

Twenty-five thousand persons, representing all parts of the country, arrived to find the Low Churchmen (who had previously protested to the Bishop of London and the Prime Minister), bearing "No Popery" banners, distributing texts and handbills, and shouting exhortations through megaphones.

Nevertheless, the ceremony inside was carried out in cathedral stillness, the golden pillars of the white canopy covering the High Altar and the rest of the High Mass canopy, like the Bishop's golden mitres and gorgeous robes, gleaming in the sunshine.

The odour of incense crept through the arena. Ambulance men and nurses were kept busy removing the heat sufferers.

The service passed off without a hitch, apart from a solitary interruption when a man on the top of the wall shouted a text.

The Bishop of Nassau presided and the participating dignitaries included the Archbishop of the West Indies and the Bishops of Colombo and Milwaukee.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/3 1/2
Bank, on demand	1/3 1/2
Bank, 4 months' sight	1/3 1/2
Credits, 4 months' sight	1/3 13/16
Documentary, 4 months' sight	1/3 5/16
On Paris—	
On demand	780
Credits, 4 months' sight	820
On New York—	
On demand	30%
Credits, 60 days' sight	31%
On Bombay—	
On demand	85
On Calcutta—	
On demand	85
On Singapore—	
On demand	54 1/2
On Manila—	
On demand	61 1/2
On Shanghai—	
On demand	Tls. 83

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 22nd July, 1930.

STOCK	Buyers	Sellers	Sales	Norm	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1010	...	...	...	Dec.	(Interim 25 a/c 1929) Pending
Chartered Bank	...	...	...	17 1/2	Dec.	(Final 7/10 bonus 25) Apr. 3, 30
Mercantile Bk., Ltd.	...	...	...	12 1/2	Dec.	(Final 20 a/c 1929) Apr. — 30
Bank of Asia	...	...	...	12 1/2	Dec.	(Final 25 a/c 1929) Feb. 28, 30
Insurance.						
Canton Ins.	745	...	...	...	Dec.	(Final 27 for 1929) May 16, 30
Union Ins.	185	415	...	...	Dec.	(Final 10 a/c 1929) May 30, 30
China Underwriters	2.65	...	...	...	Dec.	(Final 25 a/c 1929) May 30, 30
China Fire Ins.	100	...	...	...	Dec.	(Final 25 bonus 80) May 30, 30
H. K. Fire Ins.	350	...	...	...	Dec.	(Final 25 a/c 1929) Mar. 24, 30
Shipping.						
Douglace	25	...	...	...	Dec.	Last dividend for 1929
H. K. Steamships	23 1/2	...	...	...	Dec.	(Final 10 for 1929) Mar. 4, 30
Indo-China (Pref.)	...	...	...	48	Dec.	(Final 10 for 1929) June 19, 29
(Def.)	...	...	...	40	Dec.	(Final 10 for 1929) July 8, 30
Shell Transport	96 3/4	...	...	...	Dec.	(Final 10 for 1929) Mar. 10, 30
Union Waterways	32	...	...	...	Dec.	(Final 10 for 1929)
Mining.						
Seagulls	...	...	...	8 1/2	Dec.	(Interim 15 cents a/c 1929) Apr. — 30
Kaitum Mining Ad. s/	...	...	...	...	June	(Interim 1/2 for 1929) June — 30
Langkat	...	...	...	2 1/2	Oct.	(Interim 1/2 for 1929) May 8, 30
S'hai Exploration	1.80	...	...	...	Dec.	(Final 10 for 1929) July 1, 30
Loans	...	...	...	...	Dec.	(Final 10 for 1929) June 19, 30
Rauhe	24 1/2	...	...	...	Dec.	(Final 10 for 1929) Mar. 31, 30
Troop Mines	...	...	...	...	Dec.	(Final 10 for 1929)
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	108 1/2	170	...	...	Dec.	(Final 10 for 1929) Mar. 13, 30
H. K. & W. Docks	...	...	...	39	Dec.	Last dividend for 1929
China Provident	...	...	...	5.55	Dec.	Last dividend for 1929
Hongkong	260	...	...	...	Dec.	(Final 10 for 1929) Mar. 31, 30
N. Engineering	...	...	...	7 1/2	Dec.	(Final 10 for 1929) Feb. 25, 30
Shanghai Docks	124	...	...	...	Apr.	(Final 10 for 1929) Pending
Land, Hotels & Buildings.						
H. K. & S. Hotels	111	111/10.50	...	...	Dec.	(Final 10 for 1929) Apr. 7, 30
H. K. Lands	83 1/2	84	84	...	Dec.	(Final 10 for 1929) Pending
Shanghai Lands	...	...	...	385	Dec.	(Final 10 for 1929) Pending
Humphreys	...	...	...	10 1/2	Dec.	(Final 10 for 1929) May 7, 30
H. K. Realties	9	...	...	...	Dec.	(Final 10 for 1929) Mar. 24, 30
Chinese Estates	...	...	...	98	Feb.	(Final 10 for 1929) July 31, 30
Cotton Mills.						
Ewo Cottons	11	...	...	...	Dec.	(Final 10 for 1929) Mar. 17, 30
Shanghai Cotton	...	...	...	78	Dec.	(Final 10 for 1929) May 23, 30
Zoong Sings	...	...	...	...	June	(Final 10 for 1929) Oct. 11, 29
Public Utilities.						
H. K. Tramways	20.20	...	...	...	Dec.	(Final 10 for 1929) Mar. 13, 30
Peak Tram (old)	12 1/2	...	...	...	Apr.	(Final 10 for 1929) June 18, 30
Peak Tram (new)	8	...	...	...	Apr.	(Final 10 for 1929) Feb. 14, 30
Sar Feries	...	...	...	86	Dec.	(Final 10 for 1929) Mar. 13, 30
China Light (old)	27.30	...	...	...	Sept.	(Final 10 for 1929) Mar. 13, 30
China Light (new)	...	...	...	...	Sept.	(Final 10 for 1929) Mar. 13, 30
H. K. Electric	...	...	...	...	Dec.	(Final 10 for 1929) Mar. 13, 30
Macao	...	...	...	...	Dec.	(Final 10 for 1929) Mar. 13, 30
Sandakan Light	11	...	...	...	June	(Final 10 for 1929) Mar. 13, 30
H. K. Tel. (fully paid)	...	...	...	...	Dec.	(Final 10 for 1929) Mar. 13, 30
H. K. Tel. (part paid)	...	...	...	...	Dec.	(Final 10 for 1929) Mar. 13, 30
China Buses	...	...	...	...	Dec.	(Final 10 for 1929) Mar. 13, 30
S'pore Tramways (Ord. s/)	...	...	...	...	Sept.	(Final 10 for 1929) Mar. 13, 30
S'pore Tramways (Pref. s/)	...	...	...	...	Sept.	(Final 10 for 1929) Mar. 13, 30
Industrials.						
China Sugars	...	...	...	...	Dec.	(Final 10 for 1929) Apr. 11, 29
Malayan Sugars	...	...	...	...	Dec.	(Final 10 for 1929) Apr. 30, 30
Caltex Macq. Ord.	...	...	...	...	Dec.	(Final 10 for 1929) Apr. 30, 30
Caltex Ref.	...	...	...	...	Dec.	(Final 10 for 1929) Apr. 30, 30
Canton Ice	...	...	...	...	Dec.	(Final 10 for 1929) Apr. 30, 30
Cement (comb.)	...	...	...	...	Dec.	(Final 10 for 1929) Apr. 30, 30
China Light (old)	...	...	...	...	Dec.	(Final 10

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WE SHOULD ALL BE IN THE AIR BY NOW.

Max Pemberton and the Sleepers Awakened
AND THEN CAME AMY.

Sir Max Pemberton, who contends that "we should all be in the air by now," writes in the Evening News:

The eyes of many to-day are lifted to the skies. Sleepers have been awakened, and the dreamers are stirred once more from lethargy. An incomparable lady has stirred the imagination of millions, so that forgotten prophets are honoured anew, and the wide heaven is already peopled by futurity. Perchance the very stars "look down on earth with all their eyes." They may be asking already when Miss Amy Johnson is about to pay them a visit.

Later, it may be, this dream of the air has perished in the hours of the national indignation. Prophets, overdrawn at the bank, see few visions beyond those which blue papers provoke. This mean earth can be no home of imagined glory for him who is watching a bottomless market... and the King's writ may run on Mars for all we know to the contrary. Nevertheless, reality stalks in the shadows, and its voice presently must be heard.

We shall all be flying soon! Progress and Prudence. How often have we said it but hesitated to believe it. Just as, at the beginning of the motor-car movement, the experts said that the horse was as good as dead, so did aeronauts tell us at the end of the war that we should all be in aeroplanes before another decade had run. We said "certainly," but nobody believed a word of it. It was so dangerous, you know. Big men told you that they would not look out of the topmost window of a skyscraper if you offered them a thousand sovereigns. Others said, "In a car smash, you have a chance; but fall from an aeroplane from a thousand or from fifty feet and you are as dead as the Dodo. Moreover, you will possibly be cremated to boot, and there is no extra charge for that."

Thousands of years ago, said the incredulous, the Ancients dreamed as we are dreaming, and old Daedalus became a fable. The "gods" thundered in their heavens, and their chariots of fire were the thunderbolts of their day. These wonders went well in Greek, and many a schoolboy stirred uneasily in his seat because of them. But as facts—Oh, my dear sir!

—And Then Came Amy. So Master Don't-Tell-Me settled down in his armchair, and continued to read about cheaper money and the over-production of raw material. Flying progressed steadily; but, from a commercial point of view, somewhat laboriously. We won Schneider Trophies, conquered the oceans, did honour to many noble martyrs, and flew regularly to Paris for the Grand Prix or the new revue at the Folies-Bergere.

But we had ceased to dream of this earth as but "the frozen echo of the silent voice of God," and only a brave German desired to shoot himself to Mars in a sky-rocket. Gone were the prophets to their studies or to Carey Street. The planets blinked and went back to bed, telling Sister Anne that nobody could be coming in spite of her optimism.

There was no strange music in the stirring wind, nor did we remember any longer the aspiration of the American Winthrop—"A Star for every State and a State for every Star." This flying business was but a luxury for the few, after all. Not too comfortable, said some; and very monotonous, said others. Indeed, it needed an Amy Johnson to recall the visions as these later days have recalled them.

significance before many years have passed, no thinking man may doubt.

Terra firma, obviously, is becoming impossible for most of us who would indulge, as the Law says, in our "reasonable comings and goings." We kill each other on the high road, and coroners' juries mostly condone the slaughter. Many timid folk, who would have shrunk from the thought of an aeroplane five years ago, now begin to make halting inquiries about it. Is flying really so dangerous, after all? Must not it be nice to get to Paris in three hours instead of in eight? And how jolly to avoid that tedious journey to Scotland and to be eating haggis a few hours after leaving London. Surely, if Amy Johnson can fly all the way to Australia, alone, Mrs. Wapours, of Hampstead, need not be afraid of the journey!

Only The Prologue. This talk is being heard and will spread. But it is the mere prologue to the Air Dream. We should all be flying by this time. There should be as many landing places as cabstands, in all the cities. Every new house should have a flat roof whereon the gyroscopic plane of the future can roost: a stage wherefrom the owner can drive to his office in the morning.

Clearly, the time is coming when we must get off the roads and take to a highway which needs no surveyor's shovel. Vast spaces are before us to conquer, and if there be neither empyrean, there is a vast vision of the infinite which no mere land can give us.

A dream of the Far Away! It may be so; yet the work of the incomparable Lady surely has brought reality a little nearer to us.

CARDINAL CERETTI.

APPOINTED BY POPE TO BE ARCHPRIEST.

Vatican City, July 17. Pope Pius XI to-day appointed Bonaventura, Cardinal Ceretti, to be the Archbishop of the St. Mary Major Basilica, succeeding the late Vincenzo, Cardinal Vannutelli.

Cardinal Ceretti, an Italian, is 58 years of age. In his new capacity he becomes Bishop of Ostia and Palestrina, Dean of the Sacred College and Datary of the Pope. Cardinal Vannutelli died last week at the age of 84. His successor was elevated to the College of Cardinals in 1925. — United Press.

ELECTRICITY FROM THE AIR.

"Spheres Harnessed for Fascist Italy."

Growing attention is being given in Rome to the claims of Saverio Natella, a Neapolitan youth, to be able to extract electricity from the atmosphere and to transform it into energy.

His experiments have nothing to do with wireless or Herzian waves, but concern a new principle by which, he declares, he has succeeded in locating and utilising new electric waves already indistinctly known to exist in the upper air. In an interview Natella said, "I have established and proved that in the air there are positive and negative waves, the former at a height of not less than 62 kilometres 320 metres (about 40 miles) and the latter a little higher at 63 kilometres 823 metres. The earth does not, therefore, serve as a negative pole. These waves exist in space and are generated by the rotary motion of the stars.

"Energy of Cosmic Ether."

"They surround not only the earth, but the other planets, and with the antennae of my apparatus I can engage them to what strength I like. The strength, in fact, depends on the size of the apparatus, but with my small experimental machine I have reached 4½ watts, and this I have transmitted a short distance without any dispersion of power.

"It is the energy of the cosmic ether with which I am in touch, and I foresee that this energy will be at our disposal for driving power for factories, ships, trains, and aeroplanes at a relatively trifling cost."

As soon as formalities to protect his apparatus and ideas are completed the young scientist will give a demonstration before a competent commission of experts. Meantime the Italian people do not quite know what to think of this young man who claims to have "harnessed the spheres for Fascist Italy."

SIMON REPORT.

FOREIGN COMMENT ON BRITISH FAIRNESS.

London, June 11. "The Simon Report, please!" was the constantly repeated request by all types of the population at bookstalls and from booksellers in Great Britain yesterday.

The circulating libraries are surprised at the number of such requests from habitual novel-reading clients. The wholesale stocks are being speedily depleted and the Stationery Office staff is overtaxed to meet the telegraphed orders from all over the country.

The Report promises to attain the unusual distinction for a Blue Book of becoming a best seller.

American Opinion.

New York June 11. Editorials express themselves deeply impressed with "British fairness displayed in the Simon report."

The New York Times finds particularly striking the obvious effort of the Commission to rid itself of English presumptions and penetrate beneath the alien surface to a real understanding of the character and aspirations of Indians.

It concludes: "If the Indian dependents denounce this tactful and appreciative effort to understand the real political problem of India, it shows itself capable of disregarding the advice of sincere and loyal friends."

The Herald Tribune describes the report as "almost painfully temperate."

The New York World is awaiting with the greatest interest the second volume "because of the intelligence, fairness and sense of reality embodied in the first report."

Under British Control. Paris, June 11.

Le Temps says that the Simon Report is a most important document and the announcement of the unanimity of the Commissioners clearly gives it great authority and tends to confirm the absolute sincerity of the inquiry. After stating the problems of race, religion and caste in India, Le Temps concludes: "How can one conceive, in these conditions, an independent India? The second part of the report, perhaps, may bring out some slight of it, but it is quite certain that India, as revealed by the Commission, can only subsist in the framework of the Empire and under British control, which will be anything but illusory tolerance. Even Dominion status appears as a rash experiment, full of danger for the Empire and India herself."

TROTSKY TELLS HIS STORY.

Man Who Organised Victory on 16 Fronts.

ENEMIES DENOUNCED.

Trotsky was—both in the 'good and the bad sense of the word—the most dramatic of the leaders of the Bolshevik Revolution.

And Trotsky's rise and fall is therefore, naturally enough, the big personal drama—tragedy if you will—of the Revolution. Here in "My Life" (Thornton Butterworth, 30s.) is his own story, told in his own graphic, vehement, pugnacious way.

Trotsky does not apologise. He boasts and he fights. His purpose is not to defend himself, but to denounce his victorious enemies.

He lays about him savagely. And he boasts magnificently. The Russian Revolution, you gather, was chiefly his doing; Lenin's perhaps, too.

But Lenin's greatest stroke of genius was, it would appear, his realisation of Trotsky's supreme value. And Lenin's greatest mistakes were made when on occasion, he differed from Trotsky.

Second Napoleon. It was his dynamic leadership and organising power that built and inspired the ragged army that, fighting on 16 fronts, saved the Revolution. He was Danton and Carnot in one.

Was it—as he has it—base ingratitude and the low scheming of ambitious rivals that later brought his fall?

Or was it that his colleagues sensed the danger that his genius, coupled with his enormous egotism, might have made of him a second Napoleon? Did the Bolsheviks, when they broke him, save the Revolution from the Bonapartist fate so often predicted for it?

His own book suggests that there was no little reason for such fears. But what a story it is. The childhood of this clever son of a small Jewish farmer in the Ukraine. The quick eager, questioning mind, leading him inevitably into the revolutionary camp. Siberia Twice.

Then prison, Siberia, the thrilling escape, the years of exile. The heroic failure of the Revolution of 1905. Again prison, again Siberia, again escape, again exile. And then the tremendous drama of 1917. The story has been told a hundred times. But here it is again, by one of the chief actors.

And what a story. What fantastic odds could one have got in November 17, for a bet that in 1930 all the Russias would be a Union of Soviet Republics! The civil wars and the intervention. And then the hideously painful task of restarting economic life in a ruined and devastated country.

Lastly, the struggle for power that followed Lenin's death. And at the end, once more prison, once more exile.

What a theme for a Greek tragedian: or for a Shakespeare!

COURT MURDER.

PROMINENT FINANCIER SHOT DEAD.

Los Angeles, Cal., July 14. A gun barked in a courtroom here to-day as Frank D. Keaton, believed to be insane, shot and killed Motley H. Flint, prominent financier of Los Angeles and brother of the late Senator Flint.

Flint was killed as he stepped from the witness stand. He had been testifying in connection with a bank suit in superior court. Keaton said he had lost money in the crash of the \$100,000,000 Julian Oil Company some time ago. He held Flint responsible for his losses and therefore decided to take the financier's life.

Authorities who grilled Keaton after the sensational court room murder expressed belief that he was at least temporarily deranged. — United Press.

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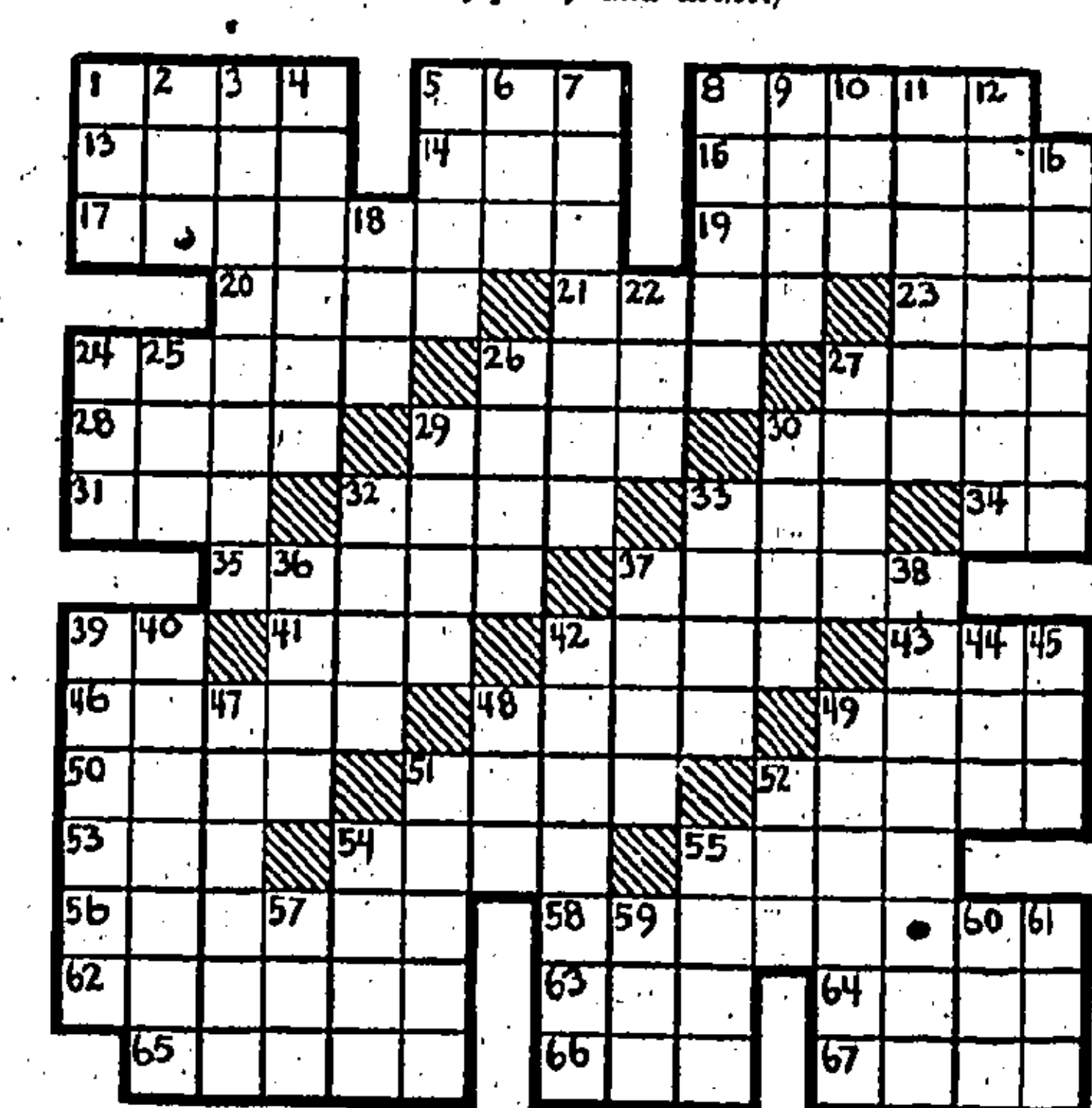
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, place, and altho.)



HORIZONTAL
1-Defeat
5-Born into
6-Prevents
13-Exclamation caused by sudden pain
14-Spanish for "river"
15-Conceded
17-Those guilty of betrayal
19-Ditch
20-Silver
21-At that time
22-Beetle
24-Couple
27-Leander's sweet heart
28-100 square meters (pl.)
29-Enclosure with bars
30-Fishery
31-Pronoun
32-Drill a hole in
33-Deface
34-Point of a compass (abbr.)
35-Still, as in death
37-Flower holders
39-City thoroughfare (abbr.)
41-Secured
42-Ready money
43-Universal mother
44-Improbable
45-Slight depression

HORIZONTAL (Cont.)
46-Box
50-Dwarf animal
51-Fruit of the fir
52-Assort
53-Combining form. Within
54-Tilt
55-Wild hog
56-Head of a newspaper
58-Engage again
62-Draw, as a conclusion
63-Beard of wheat
64-English school
65-Set again
66-Preceded
67-Clique

VERTICAL
12-Calls for repulsion
15-Chair of state
18-Gambling (Local U.S.)
22-Hasten
23-Exclamation of disgust
25-Exit
26-Enclosed place for recreation
27-Bride
28-Measure of wood
30-Girdle
32-Torment
33-Ship's timber
34-The one there
35-Weather-cock
36-Divinity
37-Place of poor prose
40-Loud noise
42-Situated in the center
44-Large cleft
46-Previous to
47-Complete
48-Degree of progress
51-Printer's mark
52-Descendant
54-Small bay
55-Curse
57-It is (contr.)
58-Family sheep
60-Obtaining
61-Silence (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

RADIO IN CALCUTTA.

RADIO CONTROL

NEW SHORT-WAVE STATION AT
TEHERAN.

MR. WHITLEY AT THE B.B.C.

BETWEEN MANILA AND SAN FRANCISCO.

The Mackay company was granted franchise in 1928 to construct, maintain and operate in the Philippine Islands stations for the transmission and reception of wireless long distance messages. It is proposed to carry on direct communication between Manila and San Francisco when the service is first inaugurated. Later the service will be extended to make possible direct communication with its stations in New York. It is believed that this will later be augmented by services to points in the Far East and Europe.

This company is at present operating a high speed radio service in the United States serving Seattle and Tacoma, Washington; Portland, Oregon; and San Francisco, Los Angeles and San Diego, California. Its service was extended in May, 1929, to Honolulu and a rapidly increasing file is being handled between San Francisco and the Hawaiian Islands. The Honolulu station forms as well a part of the Pacific chain that the Mackay Company will provide in order to insure continuous communication by radio between the Orient and the United States.

It is understood that the company will establish a marine station for communication with ships at sea. This will be a service of great importance to operators of local vessels maintaining contact with their ships at all parts of the Islands as well as vessels plying to and from foreign ports, it is believed.

The installation by the Mackay

**LEGISLATION FOR STATIONS
FOR POSTAL BUREAU.**

The share, according to Mr. Ruiz, received by the radio corporation for a year's operation of the nine radio stations amounts to approximately P500,000. This amount will be utilized for the operation of the service should his recommendation be acted upon favourably by the legislature.—Manila Bulletin.

R.100 PLANS.

ATLANTIC FLIGHT TO CANADA.

The R-100 is equipped with short-wave radio apparatus and all other devices to assure both safety and comfort that modern aviation has developed. An adequate airport has been constructed in Canada to receive the R-100 upon her arrival there.—United Press.

Company of a radio station in the Philippines is expected to further reduce the rates. The schedule to the United States submitted last year by this company to the public service commission showed rates from 12 to 14 centavos per word lower than the rates charged at the time, on September 1, 1925, both the Commercial Pacific Cable Company and the Radio Corporation of the Philippines lowered their tariffs to meet the new Mackay rate.

RADIO IN CALCUTTA.

INITIAL DIFFICULTIES OVERCOME.

POPULARITY OF PLAYS.

The Difficulties.

Europeans used to variegated programmes of England and the Continent can have no idea of the difficulties encountered by pioneers of broadcasting in attracting a public. The radio had had no sort of parallel in India and an audience had to be created. At first the "Children's Hour" had only a few patrons.

The most attractive items broadcast from Calcutta are plays. In its early days, says the Statesman, The I. B. C. relayed popular dramas from theatres, but as the plays were allowed to be only partially relayed the public was not satisfied. So the I. B. C. started their own theatrical company, Betar Natak Ka Dal and when theatres were not playing they strengthened the cast by bringing in leading actors from the Calcutta stage. And now, though the plays are put on the ether, every month's listeners-in want more.

Classes of Plays.
The plays broadcast are of three classes. The religious dramas appeal particularly to women and the elderly people. Then there are social dramas like "Sandigtha" and Dr. Tagore's "Agrha Prabesh" to hear which the young and old of both sexes crowd round the loud speaker.

The humorous pieces are equally popular. It has been found that the engali is a lover of light music rather than of heavy classical styles which nevertheless appeal to an influential minority.

The broadcasters have a job in keeping their programmes so well-balanced as not to dissatisfy either. Compositions by Dr. Tagore have, as might be expected, a great vogue with all sections. Curiously enough, the clarinet is the most popular of instruments, perhaps because it comes so clearly through the microphone. The violin comes next in public esteem.—Allahabad

WATER RETURN

The level and storage of water in our reservoirs on July 1, is as under:—

City and Hill District.		
	1929	1930
Tytam	37' 6"	37' 0"
Tytam Byewash	25' 3"	12' 5"
Tytam Intermediate	63' 2"	6' 9"
Tytam Tuk	104' 4"	4' 1"
Wong Nei Chung	39' 7"	20' 8"
Pokfulum	32' 1"	15' 10"

[Note: E. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow."]

Storage in millions and decimals of gallons.		
	1929	1930
Tytam	141.14	327.30
Tytam Byewash		32.80
Tytam Intermediate	3.52	159.75
Tytam Tuk	16.68	603.75
Wong Nei Chung	.80	9.40
Pokfulum	5.92	32.32

Total 168.59 1140.32
Consumption of water in the City
and Hill District in millions and de-
cimals of gallons during the month
of June.

	1929	1930
Consumption	115.26	341.90*
Estimated population	433,420	433,740
Consumption per		
head per day	8.8	25.7
* Includes 64.14 million gallons from Mainland.		
June, 1929.—Principal Main Supply opened from 10 a.m. and 3 p.m. from last-17th inclusive. From 18th-24th inclusive the hours of supply were 6-9 a.m. and 3:30-6 p.m. From 25th-30th inclusive the hours of supply were 5-8 a.m. and 6-8:30 p.m. (Peak District 4 hours daily).		
June, 1930.—Constant Supply during whole month of district North of Queen's Quay, and Murray Road and Eastern Street. 12-hour supply (6 a.m.—6 p.m.) in all other districts from 1st-17th June inclusive. 10-hour supply (5 a.m.—9 p.m.) in all other districts from 18th-30th June inclusive.		

	1929	1930
Kowloon Reservoir	36' 7" B	7' 6" B
Shek Lai Pul Reservoir	34' 11" B	8' 1" B
Reception Reservoir	5' 8" B	2' 7" B

Storage in millions and decimals of gallons.		
	1929	1930
Kowloon Reservoir	76.70	278.88
Shek Lai Pui Reservoir	15.45	85.61
Reception Reservoir	19.15	26.40

Total	111.30	390.89
Consumption of water in Kowloon		
in millions and decimals of gallons		
during the month of June:		
Consumption	1929	1930
Estimated population	62.33	135.14
Consumption per	170.740	175.780
head per day	12.1	25.6
June, 1929.—From 1st—4th inclusive		
the supply was shut off nightly		
from 6 p.m.—8 a.m. From 5th—23rd		
inclusive a supply of 6 hours per		
day was given. From 24th—30th		
inclusive the daily supply to all dis-		
tricts was from 5 a.m.—8 p.m.		
Constant supply in all districts		
during June, 1930.		
Total rainfall: June 30, 1929, 14.38;		
do, 1930, 31.42.		
The Government Analyst's report		
shows that the quality of the water is		
satisfactory.		

TELEPHOTO SERVICE TO
NANKING.

Nanking, July 12.
The Berlin-Nanking "telephoto" service, organised almost a year ago, has at last commenced to function.

The first message was sent from Berlin to Nanking in Chinese characters. It announced that General Chiang Tso-pin, Chinese Minister to Germany, had gone to Northern Europe on a holiday. Transmission of the message required only four and one-half minutes.—Associated Press.

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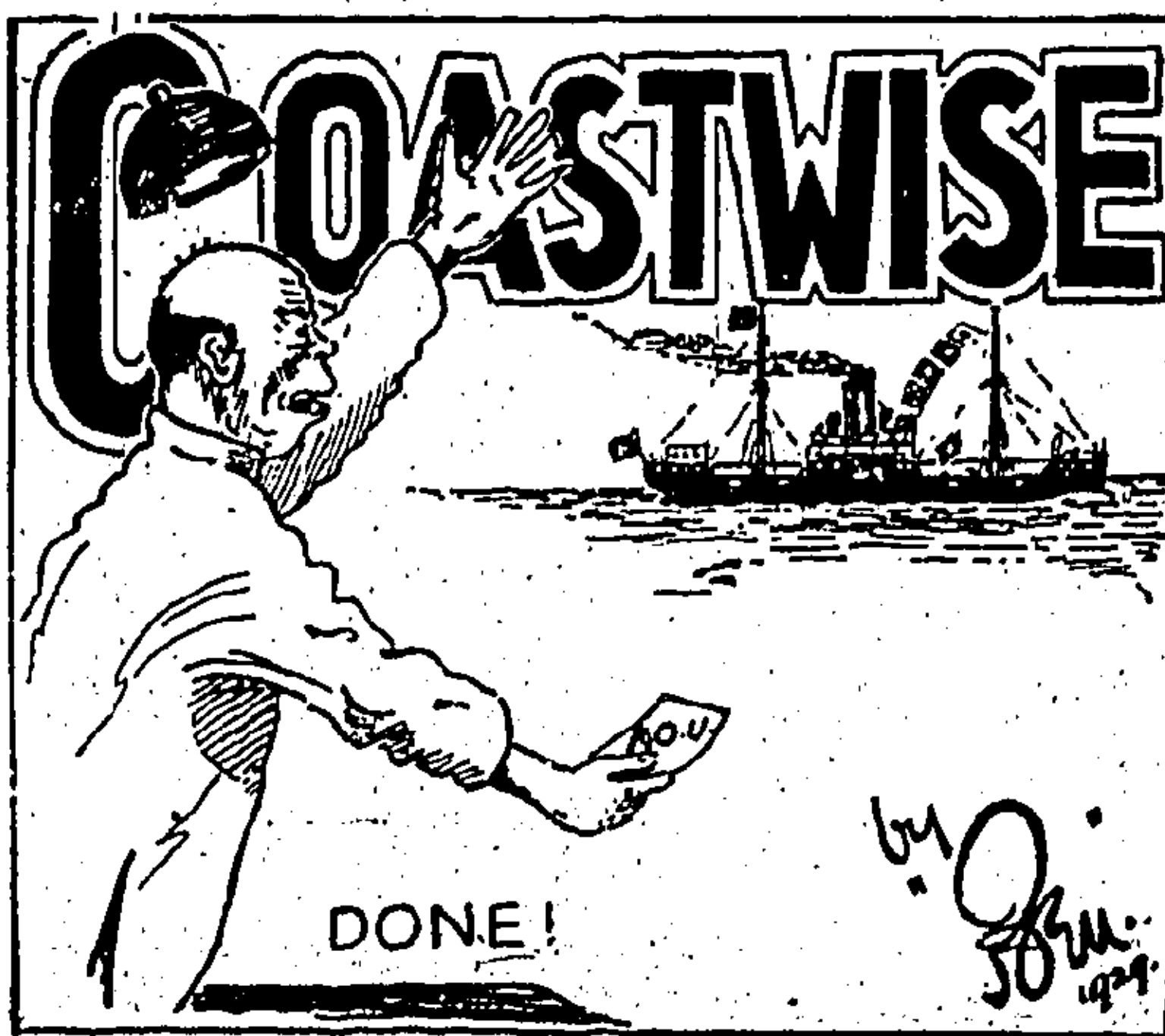
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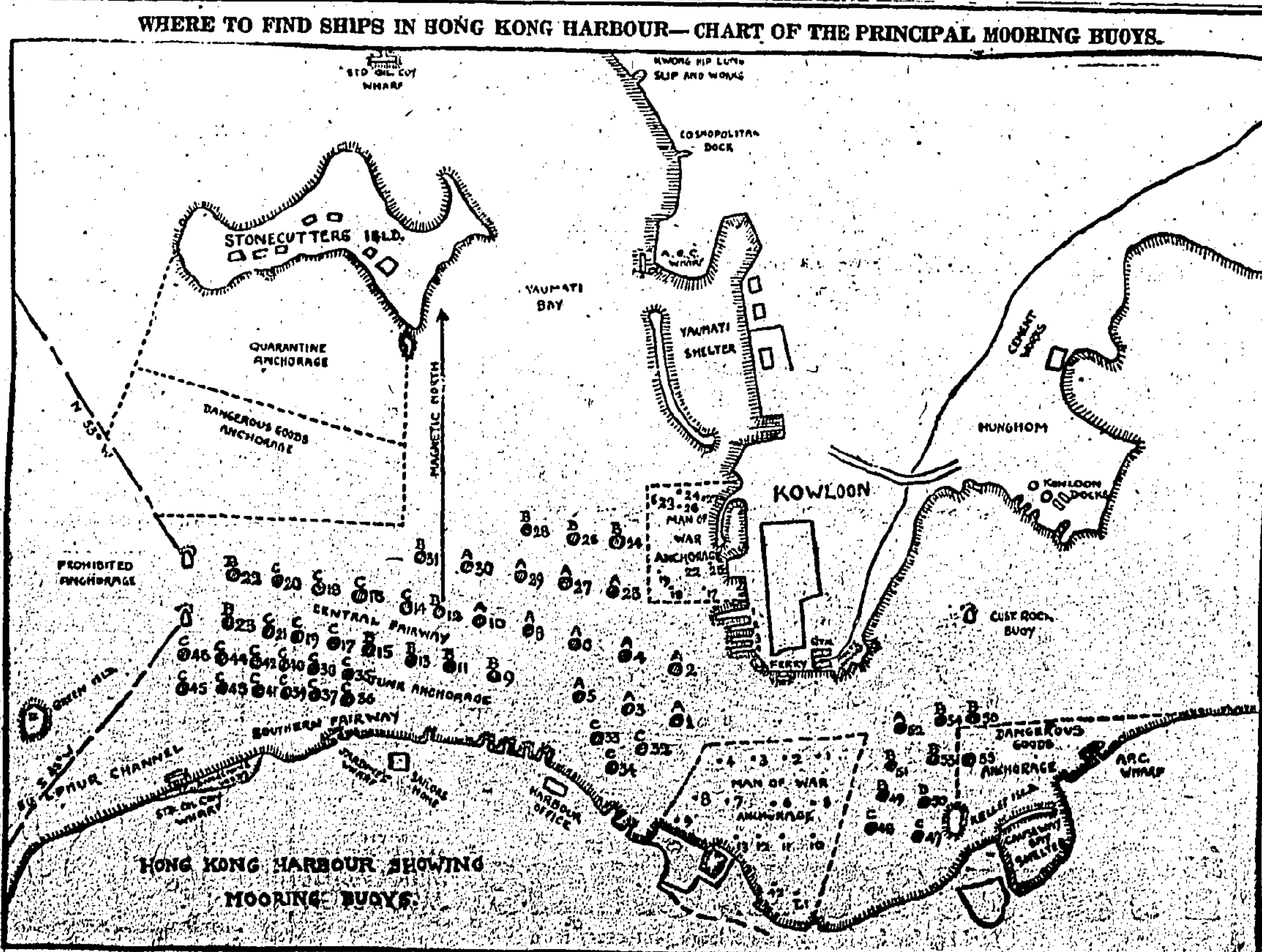


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CAIRO RIOTS. FIVE HUNDRED PERSONS ARRESTED. FOUR KILLED.

Cairo, Yesterday.
The latest figures are four killed in this morning's rioting, and at least 500 arrests.—Reuter.

No Britons Involved.

Rugby, Yesterday.

In the House of Commons this afternoon, the Foreign Secretary, answering questions regarding the Egyptian situation, said that no official diplomatic representatives had been made to the British Government regarding foreign nationals in Egypt, though certain representatives of foreign Powers had made inquiries at the Foreign Office and had intimated their anxiety regarding the situation.

Referring to last week's riot in Alexandria, he said that the casualties were 19 killed, including one Italian, Ten Police and 53 civilians are still in hospital, while 30 Police and 65 civilians are out at tents. Four Egyptian Army Officers and four men were hurt. One British cyprid was injured slightly. No British troops were involved in the disturbances.

Asked whether he was still prepared to negotiate with the Egyptian Government on basis of the draft treaty, the Foreign Secretary said that the attitude of the Government as regards the treaty remained as defined in his reply to a similar question on June 30, but in view of the recent happenings in Egypt, the British Government must be guided by the future course of events.

Port Said Riots.

Severe rioting is reported to-day in Cairo and Port Said. The Police were aided by troops in dispersing the mobs, which hurled stones, bottles and other missiles. In Cairo it is estimated that about 100 demonstrators were injured and one killed. In Port Said about 20 rioters so far are reported injured. It is understood that no foreigners were involved. In both towns order was restored by

NAVAL PACT. RATIFIED BY THE U.S. SENATE.

SECRET UNDERSTANDINGS.

Washington, Yesterday.

The Senate by 58 votes to 9, ratified the London Naval Treaty.

The Senate's ratification of the Naval Treaty was accompanied by the reservation that ratification does not imply approval of any secret understanding which may exist in relation to the pact.—Reuter's American Service.

the authorities.—British Wireless Service

Cairo, Yesterday.

One demonstrator was killed and 27 sent to hospital, as a result of demonstrations this morning, which were dispersed by armed police, supported by Egyptian troops.

Disorders occurred in spite of the Wafd leaders deciding to abandon the attempt to force an entry to the Chamber to await the King's reply to a petition for an extraordinary session.

Many shops were closed and police guarded the main roads, while steel-helmeted Egyptian soldiers were posted in the neighbourhood of Parliament. The police, using firearms, easily dispersed minor demonstrations in the morning, including a crowd which barricaded the street near Abidin Palace, using lamp posts, cetera, and setting fire to the escaping gas.

Many small demonstrations also occurred at Port Said, where troops were obliged to fire on a crowd attempting to break a military cordon between the native and European quarters. It is not yet known whether there were any casualties.

Port Said, Yesterday.
Twenty rioters and 16 police were injured in rioting here to-day.
The situation is well in hand.—Reuter.

BRITONS FIRST. THREE MEN AND A GIRL BACK HOME.

VIOLENT STORMS.

Rugby, Yesterday.

Very difficult flying weather with violent rain-storms, gusts of wind and low visibility was encountered by the competitors of the round-Europe air contest who to-day started from Calais for Bristol and London and back across the Channel. All seven British entrants, including Lady Bailey and Miss Spooner were well up in the first flight. The competitors had been weatherbound at Calais all morning.

Alan Butler, in his Gipsy Moth, was the first to reach Bristol and said that he had seldom experienced more violent bumping. After him came Thorn, Andberry, Miss Spooner, Andrew, Lady Bailey, and Broad. French and German machines followed. Butler again led the departures for Heston air park, London, and was the first away for St. Englvert, being closely followed by Polk (German) and Miss Spooner.—British Wireless Service.

Round-Europe Air Race.
London, Yesterday.
Four Britons at present lead the round-Europe air race, as Butler was first to arrive at Bristol, two hours from Calais, followed by Thorn, Carbery and Winifred Spooner. The same quartet were the earliest arrivals at Heston Aerodrome, London, from Bristol.—Reuter.

Earlier News.

Owing to thunderstorms and fog, all the competitors in the round-Europe air race are held up at Calais and Rheims.
Captain Broad was the first to reach Calais.—Reuter.

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